

**AGENDA  
ZONING COMMITTEE  
OF THE SAINT PAUL PLANNING COMMISSION  
Thursday, July 16, 2009 3:30 P.M.  
City Council Chambers  
Third Floor City Hall - Saint Paul, Minnesota**

**NOTE:** The order in which the items appear on this agenda is not necessarily the order in which they will be heard at the meeting. The Zoning Committee will determine the order of the agenda at the beginning of its meeting.

**APPROVAL OF JUNE 11, 2009, ZONING COMMITTEE MINUTES**

**OLD BUSINESS**

- 1      09-073-792   Archer Daniels Midland Co.**  
Conditional Use Permit for addition to accessory structure in the floodway  
575 Drake St, area southeast of Watson and Drake  
I2  
Sarah Zorn    651-266-6570

**NEW BUSINESS**

- 2      09-089-752   Walgreens (Ford Parkway)**  
Site plan review for a new Walgreen's Drug Store.  
2101 Ford Pkwy  
B2  
Tom Beach    266-9086

**ADJOURNMENT**

**ZONING COMMITTEE MEMBERS:** Call Allan Torstenson at 266-6579 or Samantha Langer at 266-6550 if you are unable to attend the meeting.

**APPLICANT:** You or your designated representative must attend this meeting to answer any questions that the committee may have.

**MINUTES OF THE ZONING COMMITTEE**  
**Thursday, June 11, 2009 - 3:30 p.m.**  
**City Council Chambers, 3rd Floor**  
**City Hall and Court House**  
**15 West Kellogg Boulevard**

**PRESENT:** Alton, Faricy, Kramer, Margulies, and Morton

**EXCUSED:** Gordon, Johnson

**ABSENT:** Donnelly-Cohen

**STAFF:** Sarah Zorn, Samantha Langer, Patricia James and Rachel Tierney

The meeting was chaired by Commissioner Morton.

**Archer Daniels Midland Co. - 09-073-792 - Conditional Use Permit for addition to accessory structure in the floodway, 575 Drake St, area southeast of Watson and Drake**

Sarah Zorn explained that the applicant and staff are requesting to extend the meeting to the July 16, 2009 Zoning Committee meeting due to information still needed from the Department of Natural Resources (DNR). She also noted that staff approval was contingent on information received from the DNR.

No one was present to testify.

At the questions of the Commissioners, Ms. Zorn, explained that staff was waiting to hear from the DNR that they find the proposed structure is considered a minor project, is structurally sufficient, and doesn't constitute an obstruction. She also stated that staff was waiting for the signed plans from the structural engineer, which is a condition listed on the staff report and required by the Department of Safety and Inspection (DSI) in order to obtain building permits.

Upon further questions from the Commissioners, Ms. Zorn explained that the applicant will provide a letter from the structural engineer stating that the support structure is engineered to withstand flood waters and will not endanger public safety.

Patricia James stated that the applicant will provide a flood evacuation plan.

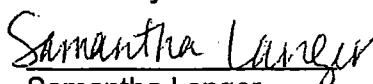
The public hearing is open.

Commissioner Richard Kramer moved to lay over the conditional use permit to the July 16, 2009 Zoning Committee meeting. Commissioner Carole Faricy seconded the motion.

The motion passed by a vote of 5-0-0.

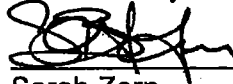
Adopted                      Yeas - 5              Nays - 0              Abstained - 0

Drafted by:



Samantha Langer  
Recording Secretary

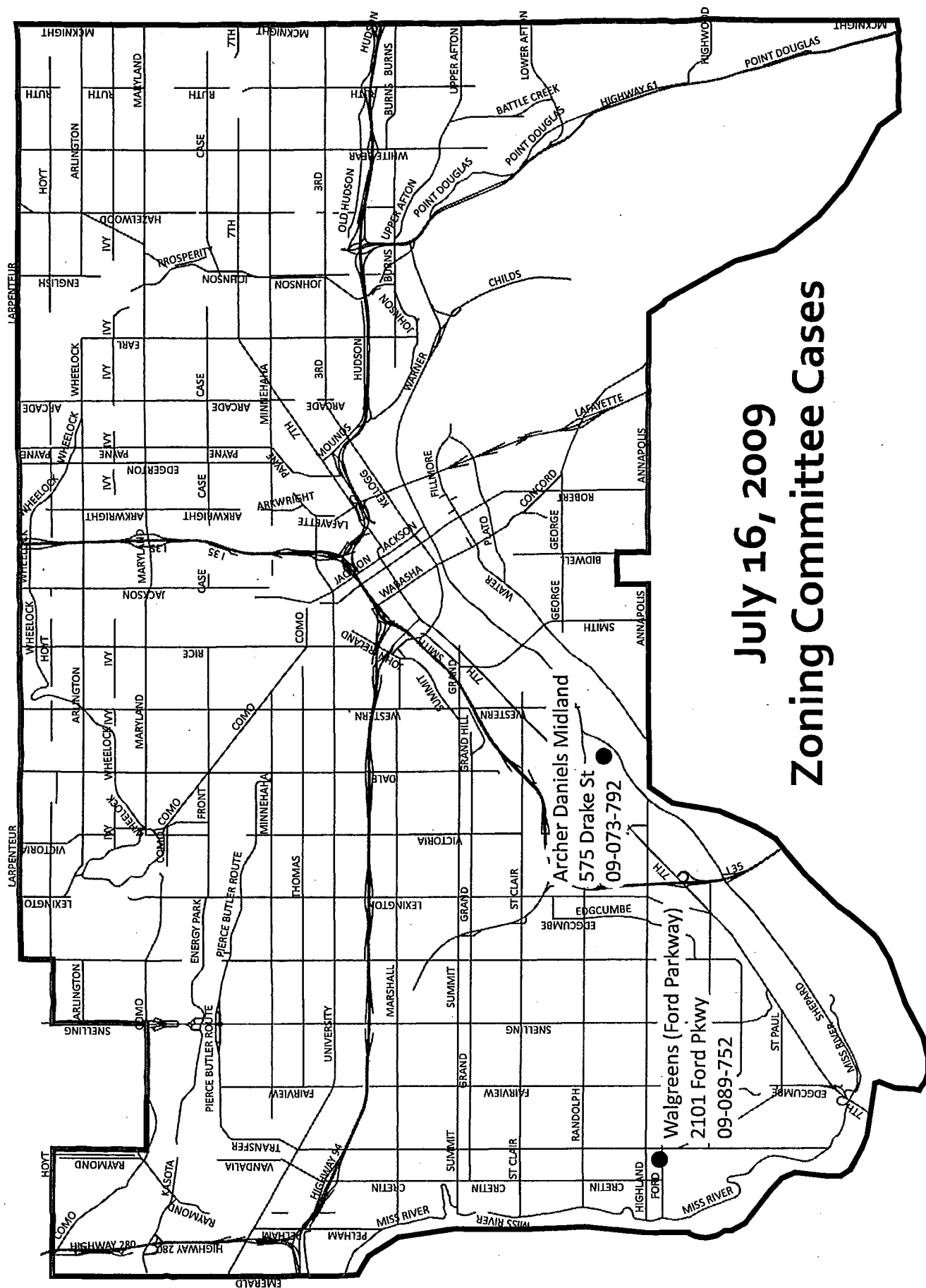
Submitted by:



Sarah Zorn  
Zoning Section

Approved by:

  
Gladys Morton  
Chair



**July 16, 2009**  
**Zoning Committee Cases**

## ZONING COMMITTEE STAFF REPORT

1. **FILE NAME:** Archer Daniels Midland Co. **FILE #** 09-073-792  
2. **APPLICANT:** Archer Daniels Midland Co. **HEARING DATE:** June 11, 2009  
3. **TYPE OF APPLICATION:** Conditional Use Permit  
4. **LOCATION:** 575 Drake St, area Southeast of Watson and Drake  
5. **PIN & LEGAL DESCRIPTION:** 122823320012, SECTION 12 TOWN 28 RANGE 23 LOT 1 BLK 1 & LOT 1 BLK 2 NORTH WESTERN 1ST ADD & IN SD GOVT LOT 4 PART DESC AS BEG AT MOST WLY COR OF LOT 1 BLK 2 NORTH WESTERN ADD TH S 40 DEG 20 MN W 150 FT TH S 83 DEG 35 MN W 77 FT TH S 40 DEG 20 MN W 348.3 FT TO NELY COR  
6. **PLANNING DISTRICT:** 9 **PRESENT ZONING:** I2, RC1  
7. **ZONING CODE REFERENCE:** §61.501; §68.213; §68.214; §68.400; §68.402; §68.403; §68.404; §68.500; §68.501; §68.503; §68.504  
8. **STAFF REPORT DATE:** June 4, 2009 **REVISED** July 8, 2009 **BY:** Sarah Zorn  
9. **DATE RECEIVED:** May 18, 2009 **60-DAY DEADLINE FOR ACTION:** August 11, 2009
- 

- A. **PURPOSE:** Conditional use permit for addition to accessory structure in the floodway  
B. **PARCEL SIZE:** Irregular parcel; 526,522 sq. ft. Project is located on an existing dock in the Mississippi River.  
C. **EXISTING LAND USE:** W-Warehouse  
D. **SURROUNDING LAND USE:**  
North: Light Industrial (I1)  
East: Vacant Industrial (TN3 and R4)  
South: Mississippi River  
West: Commercial and Residential (TN2)  
E. **ZONING CODE CITATION:** §61.501 lists general conditions that must be met by all conditional uses; §68.213 indicates that docks and accessory structures are conditional uses in the RC1 Floodway District; §68.214 lists the standards and conditions for conditional uses in the RC1 Floodway District; §68.400 lists the River Corridor standards and criteria; §68.402 lists standards and criteria as they pertain to the protection of shorelands, floodplains, wetlands and bluffs; §68.403 lists standards and criteria as they pertain to the protection of wildlife and vegetation; §68.404 lists standards and criteria as they pertain to the protection of water quality; §68.500 list the standards for conditional uses within the River Corridor; §68.501 lists those elements required as part of a River Corridor conditional use permit application; §68.503 lists the factors considered by the planning commission when reviewing the conditional use permit application; §68.504 lists a number of conditions that the planning commission may impose.  
F. **HISTORY/DISCUSSION:** There is no zoning history specific to this property.  
G. **DISTRICT COUNCIL RECOMMENDATION:** The District 9 Council had not commented at the time this report was prepared.  
H. **FINDINGS:**  
1. The applicant is proposing to construct a two-level accessory structure for barge loading and operations. The proposed 10' X 12' structure will be attached to the existing dock located on the Mississippi River. The applicant is proposing to use the lower level for storage, while the upper level is to be used as the barge operations control room. The proposed construction is located within the RC1 Floodway, which requires a conditional use permit.  
2. The structure will be cantilevered from the existing dock and designed to support the proposed use. The upper level will be a modular unit upon a support structure. The applicant is proposing to enclose the lower level support structure with a corrugated metal material with two 12" X 12"

screened openings on each of the structure's four sides to allow flood waters to pass through. Entrance to the lower level will be via a door off the dock and entrance to the upper level via a catwalk connecting to the existing stair.

3. The applicant has suggested that the proposed structure constitutes a "minor project" as defined by the National Flood Insurance Program (NFIP). However, the Department of Natural Resources (DNR) has concluded that running the Hydrologic Engineering Center's River Analysis System (HEC-RAS) model is necessary to reflect the impact of both the existing and proposed structures. According to the DNR, because the proposed structure is located within the conveyance shadow of existing structures, the impact will be minimal. As of the date of this revision, the model had not yet been completed.
4. §61.501 lists five standards that all conditional uses must satisfy:
  - (1) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council.* This condition is met. The proposed structure and its uses are supported by the Mississippi River Corridor chapter of the Comprehensive Plan, which states the following objective: 'Recognize the Mississippi as a working river and support the continued operation of commercial navigation facilities' (Objective 5.2, p.32).
  - (2) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. Ingress and egress will be from within the ADM site or from the river and will not impact the public streets.
  - (3) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.* This condition is partly met. The addition of the upper level accessory structure, which is elevated above the regulatory flood protection elevation, will not be detrimental to the character of development in the immediate industrial area, or endanger the public safety. The lower level support structure is below the regulatory flood protection elevation; however, the applicant has agreed to remove the paneling that encloses the structure, as well as its contents, in the event of a flood. Therefore the lower level portion of the structure will not be detrimental to the existing character, nor endanger the public safety.
  - (4) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition is met. The proposed accessory structure will have no impact on the development of surrounding industrial, commercial or residential property.
  - (5) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition is met. Accessory uses are permitted in the I2 zoning district.
5. §68.214 lists ten standards that all conditional uses located within the RC1 Floodway District must satisfy:
  - (a) *No structure (temporary or permanent), fill deposit (including fill for roads and levees), obstruction, storage of materials or equipment, or other use may be allowed which will cause an increase in the height of the regional flood or cause an increase in flood damages in the reach or reaches affected.* This condition is met. Because the proposed structure is located within the conveyance shadow of existing structures, the DNR does not consider it an obstruction. In addition, the removal of the support structure's paneling significantly reduces the impact on flood heights and the probability of flood damage in this area.
  - (b) *Fill shall be protected from erosion by vegetative cover, mulching, riprap or other acceptable method.* This condition does not apply as the applicant is not proposing the use of fill.

- (c) *Accessory structures shall not be designed for human habitation. This condition is met. The proposed structure is not intended for human habitation.*
- (d) *Accessory structures shall be constructed and placed on the building site so as to offer the minimum obstruction to the flow of floodwaters.*
  - (1) *Whenever possible, structures shall be constructed with the longitudinal axis parallel to the direction of flood flow; and*
  - (2) *So far as practicable, structures shall be placed approximately on the same flood flow lines as those of adjoining structures.*

This condition is met. The proposed structure will be located parallel to the direction of flood flow; and will be aligned with an existing structure, minimizing the effect on flow lines.

- (e) *All accessory structures must be elevated on fill.... This condition does not apply as the applicant is proposing an alternative to elevation on fill as permitted in (f).*
- (f) *As an alternative to elevation on fill, accessory structures may be structurally dry floodproofed in accordance with the FP-1 or FP-2 floodproofing classification in the state building code or floodproofed to the FP-3 or FP-4 floodproofing classification in the state building code, provided the accessory structure constitutes a minimal investment, does not exceed five hundred (500) square feet in size and for a detached garage, the detached garage must be used solely for parking of vehicles and limited storage. All floodproofed accessory structures must meet the following additional standards, as appropriate:*
  - (1) *The structure must be adequately anchored to prevent flotation, collapse or lateral movement of the structure and shall be designed to equalize hydrostatic flood forces on exterior walls; and*
  - (2) *Any mechanical and utility equipment in a structure must be elevated to or above the regulatory flood protection elevation or properly floodproofed.*

This condition is met. The mechanical equipment will be located in the upper level control room, above the required flood protection elevation. The storage enclosure at dock level does constitute a minimal investment, is less than 500 square feet, and could be floodproofed to FP-4 standards. The applicant's structural engineer has provided a letter stating that the structure is adequately anchored and designed to withstand hydrostatic pressure.

- (g) *Storage of materials or equipment may be allowed if readily removable from the area within the time available after a flood warning and in accordance with a plan approved by the planning commission. This condition is met. The applicant has submitted a plan detailing procedures for evacuating the barge dock, removing storage contents, and removing paneling on the structure's lower level in case of flooding.*
- (h) *Structural works for flood control that will change the course, current or cross-section of protected wetlands, or public waters shall be subject to the provisions of Minnesota Statutes, Chapter 103.G. Community-wide structural works for flood control intended to remove areas from the regulatory floodplain shall not be allowed in the floodway. This condition does not apply as the proposed construction is not intended as flood control.*
- (i) *A levee, dike or floodwall constructed in the floodway shall not cause an increase to the regional flood and the technical analysis must assume equal conveyance or storage loss on both sides of a stream. This condition does not apply.*
- (j) *No use shall be permitted which is likely to cause pollution of waters, as defined in Minnesota Statutes, Section 115.01, unless adequate safeguards, approved by the state pollution-control agency, are provided. The upper level will be appropriately elevated and is unlikely to cause pollution. This condition appears to be met for the lower level as long as only the following items (or similar) are stored: barge line, spare wire rope for winches, life jackets and throw rings, assorted brooms and shovels, assorted hand tools, oil spill clean up kit, and a trash can.*

6. §68.402 Protection of shorelands, floodplains, wetlands and bluffs.

- (a) *Generally. Development shall be conducted so that the smallest practical area of land be developed at any one time and that each area be subjected to as little erosion or flood damage as possible during and after development.* This condition does not apply as this application does not include the development of land.
- (b) *Placement of structures.* Conditions 1-6 do not apply. The proposed use is an exception under 7(a) because the project is proposed to take place on an existing dock with existing access.
  - (7) *Exceptions:*
    - a. *Location of piers and docks shall be controlled by applicable state and local regulations.*
    - b. *Commercial, industrial or permitted open space uses requiring location on public waters may be closer to such waters than the setbacks specified in the standard set out in subsection (3) above.*
- (c) *Grading and filling.* These conditions do not apply as the applicant is not proposing the use of fill.

7. §68.403 Protection of wildlife and vegetation.

These conditions do not apply as there will be no alteration of the natural environment.

8. §68.404 Protection of water quality.

- (a) *Generally. Development shall occur so that surface and subsurface water is not adversely affected by contaminants. Water quality should meet or exceed state standards. This condition is met. Storage on the lower level shall be limited to those items listed in finding 4(j).*
- (b) *Contamination.* Standards (1), (2), and (3) do not apply.
  - (4) *Commercial or industrial land uses requiring the storage or production of materials or wastes that may create a pollution hazard for groundwater or surface water shall be prohibited unless the quality of both the groundwater and surface waters can conform to all applicable state and federal standards, criteria, rules and regulations.*  
*This condition is met. The upper level is appropriately elevated and is unlikely to cause pollution. The applicant has agreed not to store anything that may result in pollution or a reduction in water quality.*
- (c) *Runoff.* This condition does not apply.

9. §68.501 Application.

*Applications for conditional use permits shall be submitted and reviewed according to the provisions in section 64.300. The planning administrator shall determine whether to require any or all of the following six (6) items of information to be supplied by the applicant as a prerequisite to the consideration of the application:*

- (a) *Plans in triplicate drawn to scale, prepared by and signed by a registered engineer, architect and/or land surveyor as applicable, showing the nature, location, dimensions and elevation of the land; existing surface contours, structures, streets and utilities; proposed surface contours, structures, fill and the location and elevations of proposed streets, water supply, sanitary facilities and other utilities showing the relationship of the above to the channel and to the designated River Corridor District limits. To date, signed plans have not been submitted.*
- (b) *Specifications for building construction and materials, floodproofing, filling, dredging, grading, channel improvements, storage of materials, water supply and sanitary facilities.*

This information has been supplied and is sufficient for the control room, and appears to be sufficient for the lower level storage.

- (c) *Typical valley cross-sections of areas to be occupied by the proposed development showing the channel of the stream, elevation of land areas, high water information, vegetation and soil types. This information is not needed for this application.*
- (d) *Plan (surface view) of the proposed development showing the proposed use or uses of the area and structures and providing location, relationships and spatial arrangements of those uses and related structures to pertinent elevations, fill, storage location, utilities and other features. Plan views have been submitted.*
- (e) *Profile showing the slope of the bottom of the channel and flow lines of the stream. This information is not need for this application.*
- (f) *A written evaluation by a registered engineer or other expert person or agency of the proposed project in relationship to flood heights and velocities, the seriousness of flood damage to the use, the adequacy of plans for flood protection and other technical matters. An evaluation has been requested but has not yet been submitted.*

10. §Sec. 68.503 Factors considered.

*In addition to the general standards and requirements in section 61.500 and all other relevant factors specified in other sections of this chapter, in reviewing conditional use permit applications, the planning commission or planning administrator shall consider the following:*

- (a) *The relationship of the proposed use to the comprehensive plan and floodplain management program for the city. The proposed use is consistent with the Comprehensive Plan and is supported by Objective 5.2 (p. 32) which states: 'Recognize the Mississippi as a working river and support the continued operation of commercial navigation facilities.' This includes support for barge operations taking place at the ADM site.*
- (b) *The importance of the services provided by the proposed facility to the community. Jobs at a key Saint Paul business are located at the barge operations control room. Barge service is important for the regional economy as well as the local community.*
- (c) *The ability of the existing topography, soils and geology to support and accommodate the proposed use. This does not apply as the use is located on an existing dock on the river.*
- (d) *The compatibility of the proposed use with existing characteristics of biologic and other natural communities. This does not apply as the use is located on an existing dock on the river.*
- (e) *The proposed water supply and sanitation systems and the ability of those systems to prevent disease, contamination and unsanitary conditions. There are no water or sanitation systems proposed.*
- (f) *The requirements of the facility for a river-dependent location, if applicable. Barge operations cannot be conducted without a river location.*
- (g) *The safety of access to the property for ordinary vehicles. There will be no vehicle access to this facility.*
- (h) *The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner. The proposed facility has been designed to withstand flood damage and hydrostatic pressure.*
- (i) *The dangers to life and property due to increased flood heights or velocities caused by encroachments. Encroachments are minimal with the removal of stored items and paneling on the lower level. The DNR has reviewed the submitted information and concluded that the HEC-RAS model needs to be run to ensure the structure has no impact on flood levels.*
- (j) *The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters expected at the site. The applicant states that "the additional water elevation changes due to presence of this structure during a flood event will be minimal and almost non-existent." The DNR has required modeling to ensure this is the case.*



- (k) *The danger that materials may be swept onto other lands or downstream to the injury of others. The applicant has provided a plan detailing evacuation procedures in the instance of flooding. The applicant's structural engineer has provided a letter stating that the structure is adequate to withstand flood waters and hydrostatic pressure.*
- (l) *The availability of alternative locations or configurations for the proposed use. No others presented.*
- (m) *Such other factors as are relevant to the purposes of this chapter. No other factors to consider.*

11. §Sec. 68.504 Conditions imposed.

*The planning commission or planning administrator may attach such conditions to the granting of conditional use permits as each deems necessary to fulfill the purposes of this chapter. Such conditions may include, but are not limited to, the following:*

*Relevant conditions include:*

- (a) *Modifications of design, site planning or site treatment. The DNR has concluded that it is necessary for the applicant to run the HEC-RAS model in order to determine whether the proposed structure will cause a rise in flood levels. Because of the proposed structure's location within the conveyance shadow of the existing structures, the impact will be minimal and no modifications are anticipated.*
- (d) *Limitations on period of use and operation, a flood warning system and an evacuation plan. The applicant has provided a plan detailing evacuation procedures in the case of a flood.*
- (g) *Floodproofing measures shall be designed consistent with state-established floodproofing standards and with the flood protection elevation for the particular area including flood velocities, duration and rate of rise, hydrostatic and hydrodynamic forces, and other factors associated with the regulatory flood. The commission shall require that the applicant submit a plan or documents certified by a registered professional engineer or architect that the floodproofing measures are consistent with the regulatory flood elevation and associated flood factors for the particular area. The floodproofing measures that may be required include, but are not limited to, the following: Items 1-12 below are required as part of the As-built Certification required by §68.103(f) of the Code (although some will not apply).*
  - (1) *Anchorage to resist flotation and lateral movement.*
  - (2) *Installation of watertight doors, bulkheads and shutters, or similar methods of construction.*
  - (3) *Reinforcement of walls to resist water pressure.*
  - (4) *Use of paints, membranes or mortars to reduce seepage of water through walls.*
  - (5) *Addition of mass or weight to structures to resist flotation.*
  - (6) *Installation of pumps to lower water levels in structures.*
  - (7) *Construction of water supply and waste treatment systems to prevent the entrance of floodwaters.*
  - (8) *Installation of pumping facilities or comparable practice for subsurface drainage systems for buildings to relieve external foundation wall and basement floor pressures.*
  - (9) *Construction to resist rupture or collapse caused by water pressure or floating debris.*
  - (10) *Installation of valves or controls on sanitary and storm drainage which will permit the drains to be closed to prevent backup of sewage and stormwaters into the buildings or structures. Gravity draining of basements may be eliminated by mechanical devices.*
  - (11) *Location of all electrical equipment, circuits and installed electrical appliances such that they are not subject to the regional flood.*
  - (12) *Location of any structural storage facilities for chemicals, explosives, buoyant materials, flammable liquids or other toxic materials, which could be hazardous to public health, safety and welfare, above the flood protection elevation or provision of adequate floodproofing to prevent flotation of or damage to storage containers which could result in the escape of toxic materials into floodwaters.*

- (h) *Specifications for building construction and materials, filling and grading, water supply, sanitary facilities, utilities and other work or construction to be submitted to the city division of housing and building code enforcement for review and approval prior to any development.* This information shall be provided and is required in order for the applicant to obtain a building permit.

I. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the conditional use permit for the barge operations control room and support structure portion of the accessory structure addition in the floodway subject to the following additional condition(s):

1. The As-Built Certification is submitted to the Department of Safety and Inspections;
2. Construction is done pursuant to a building permit;
3. Flood resistant materials are used in construction;
4. The structure is never made habitable as defined by the Minnesota State Building Code;
5. Any future utilities are flood-proofed or elevated above the regulatory flood protection elevation;
6. The DNR finds the results of the HEC-RAS modeling to be satisfactory and issues the necessary permit.



22 June 2009

Ms. Sarah Zorn  
Department of Planning and Economic Development  
City of St. Paul  
25 West 4<sup>th</sup> Street #1400  
Saint Paul, MN 55402  
Ph: 651-266-6570

621 Lilac Drive North

Minneapolis, Minnesota 55422-4609

Telephone: (763) 545-9196

Fax: (763) 541-0056

www.clark-eng.com

Re: 07-073-792 Arthur Daniels Midland Co.  
Conditional Use Permit for addition to accessory structure in the floodway  
575 Drake St., area Southeast of Watson and Drake  
Structural Engineering Evaluation

Dear Ms. Zorn,

As requested, I have reviewed the requirements of the Conditional Use Permit including the Structural Conditions required for the above ADM project. The requirements are defined in Section 68.214 Standards for conditional uses in the RC1 Floodway District. Clark Engineering Design Drawings for this project have already been submitted for your review. These drawings were prepared under my supervision. The design calculations were reviewed by me.

My observations and evaluation are as summarized herein.

1. The upper control room is elevated above the regulatory flood protection elevation.
2. The support structure for the elevated control room is cantilevered from an existing structure already in place.
3. The lower level partially enclosed room will house non-essential equipment, such as ropes, that are readily removable from the area within the time available after a flood warning.
4. The lower level room is equipped with openings that allow for water penetration during a flood event as to equalize the hydrostatic pressure on the interior and exterior sides of the enclosure panels. This will also allow for water elevation rise naturally without being affected or compromised by the enclosure.
5. The structure is adequately anchored to resist floatation, lateral movement, and collapse.
6. The structure is designed for the loading specified as well as per State of Minnesota Building Code.
7. The additional water elevation changes due to presence of this structure during a flood event will be minimal and almost non-existent.

Based on above observations and evaluation, it is my opinion that the structure (support structure, lower partially enclosed room, and the above flood plain control room) does comply with the Standards for conditional uses in RC1 Floodway District.

If you have any questions or require more information, please contact me at 763-545-9196.

Thank you for your consideration and have a good day.

Sincerely,  
Clark Engineering Corporation

A handwritten signature in black ink, appearing to read "Abi Assadi", is written over the typed name.

Abi Assadi, Ph.D., P.E.  
Executive Vice President  
Structural Engineer  
State of Minnesota Professional License No. 20342

Minneapolis  
Minnesota

Aberdeen  
South Dakota

Sioux Falls  
South Dakota

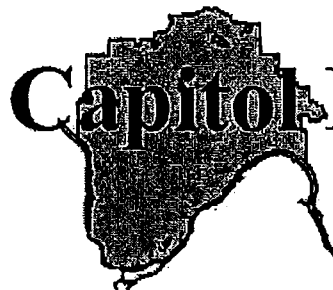
*An Equal Opportunity Employer*

## **Procedures for evacuating the Barge Dock in case of flooding.**

We rely on the National Weather Service Advanced Hydrological Prediction service to determine the potential for Flooding at our Saint Paul Barge Loading Dock. Typically, we have many days notice of the probability of a flood event. At that time we will perform the following procedures.

- All mooring lines are secured or removed.
- We disassemble the Barge Winch Hydraulic system and securely attach it to the loading spout which is then raised to a point above the predicted flood crest. All Hydraulic oil is removed from the system at this time.
- We gather all tools, miscellaneous equipment, and supplies that are on the barge dock and storage shed. These items are carried up the stairway to Shepard Road to be loaded onto a truck and brought to the Elevator Storage room for safe keeping.
- Lastly, we shut off all Electrical power to the Barge Dock.

**A final inspection of all surface areas is done by management!!**



# Capitol Region Watershed District

Energy Park Plaza, 1410 Energy Park Dr., Suite 4 St. Paul, MN 55108  
Phone: (651) 644-8888 Fax: (651) 644-8894 [www.capitolregionwd.org](http://www.capitolregionwd.org)

June 19, 2009

Bruce Jorgenson  
Archer Daniels Midland  
575 Drake St.  
St. Paul, MN 55102

**RE: CRWD Permit # 09-021 ADM Dock Improvements**


Dear Mr. Jorgenson:

On June 17, 2009 the Capitol Region Watershed District Board of Managers reviewed your application for the above described project. A motion was made, seconded, and passed to approve a variance from Rule D requiring compensatory storage, and the application was approved with the following conditions:

1. Receipt of \$500 surety.
2. Provide a detail or description of how construction debris or other pollutants will be prevented from entering the river.

The permit has not been issued, upon receipt of these items, the permit will be issued and work may commence. Please be aware that the permit states a meeting shall be held on site with District staff to inspect erosion and sediment control measures before grading can begin. If you have any questions, or to schedule this meeting, please contact me at 651-644-8888.

Sincerely,



Forrest J. Kelley  
Permit Program Coordinator

cc: Tom Beach, City of St. Paul  
Ryan Bluhm, Clark Engineering  
Todd Shoemaker, Wenck Associates

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*"Our mission is to protect, manage, and improve the water resources of the Capitol Region Watershed District."*



DEPARTMENT OF THE ARMY  
St. Paul District Corps of Engineers  
190 Fifth Street East  
St. Paul, Minnesota 55101-1683

JUN 25 2009

REPLY TO  
ATTENTION OF

Operations  
Regulatory (2009-01711-TJF)

Mr. Ryan Bluhm  
Clark Engineering  
621 Lilac Drive North  
Minneapolis, Minnesota 55422

Dear Mr. Bluhm:

Authority is hereby granted to Archer Daniels Midland Company to construct a two story building on top of their existing barge terminal dock located on the left descending bank of the Mississippi River at river mile 841.7. The dock is located at 575 Drake Street in the SW1/4 of Section 12, T28N, R23W, Ramsey County, Minnesota.

The authorized work involves building a structure, with both stories being approximately 10 feet by 12 feet, as shown on the enclosed figures, labeled 2009-01711-TJF, pages/figures 1 through 4. This action is based upon the recommendation of the Chief of Engineers under the provisions of Section 10 of the 1899 River and Harbor Act (30 Stat. 1151; USC 403) The authorization is subject to the enclosed permit conditions.

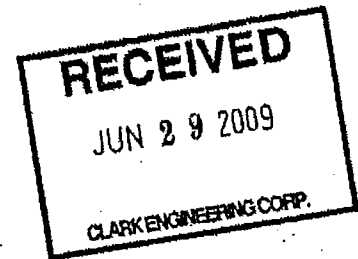
Additionally, the following special conditions are a part of this authorization:

1. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

This Federal authorization does not permit you to commence the proposed activity without first obtaining any necessary State and/or local permits.

If you disagree with the enclosed jurisdictional determination, you may provide new information. Please follow the directions in Section D of the enclosed Notification of Administrative Appeal Options and Process and Request for Appeal.

If this letter of permission is not acceptable and you would like to appeal the permit decision, please follow the directions in Section A of the enclosed Notification of Administrative Appeal Options and Process and Request for Appeal.



Operations  
Regulatory (2009-01711-TJF)

- 2 -

The decision regarding this action is based on information found in the administrative record which documents the District's decision-making process, the basis for the decision, and the final decision.

If you have any questions, contact Tim Fell at (651) 290-5360. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,

*Maria L. Volmuis*

for Jon L. Christensen  
Colonel, Corps of Engineers  
District Engineer

Copy furnished to:  
Commander  
Eighth Coast Guard District (m)  
Hale Boggs Federal Building  
501 Magazine Street  
New Orleans, LA 70130-3396

Enclosure

## Request for Continuance

Date June 11, 2009

Gladys Morton, Chair  
Zoning Committee  
City of Saint Paul  
1400 City Hall Annex  
Saint Paul, Minnesota 55102

Re: Zoning File # 09-013-192

Dear Ms. Morton:

I am the applicant or the applicant's duly appointed representative for this zoning file.

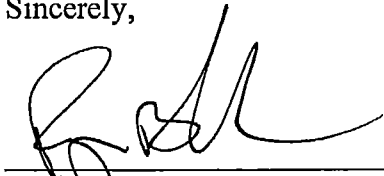
I request a continuance of the public hearing on the application in this zoning file, which is presently scheduled before the Zoning Committee on June 11, 2009.

I understand that a continuance of the public hearing before the Zoning Committee means that the decision of the Planning Commission on this application, which is presently scheduled for June 19, 2009, will also be continued.

I request that the Zoning Committee continue the public hearing for this zoning file to July 16, 2009. I understand that the Planning Commission would then be scheduled to make their decision on July 24, 2009.

I am aware of and understand the statutory requirements found in Minn. Statute § 15.99 (1995) requiring the City of Saint Paul to approve or deny this application within sixty days of its submission. I desire to extend the sixty day period for a City decision under Minn. Stat. §15.99 by 25 days to August 11, 2009, to accommodate the continuance I am requesting.

Sincerely,



Signature of Applicant or  
Applicant's duly appointed  
representative.

Ryan Bluhm

Printed name of Applicant or  
Applicant's duly appointed  
representative.





# CONDITIONAL USE PERMIT APPLICATION

Department of Planning and Economic Development  
Zoning Section  
1400 City Hall Annex  
25 West Fourth Street  
Saint Paul, MN 55102-1634  
(651) 266-6589

RECEIVED

MAY 18 2009

Zoning office use only

File # 09-073792

Fee: 930.00

Tentative Hearing Date:

6-11-09

PD=9

# 12282332 0012

APPLICANT

Name BRUCE JORGENSEN ADM  
Address 575 DRAKE ST  
City ST PAUL St. MN Zip 55102 Daytime Phone 651-292-9796  
Name of Owner (if different)  
Contact Person (if different) RYAN BLUHM - CLARK ENGINEERING Phone 763 545-9196

PROPERTY  
LOCATION

Address / Location 575 DRAKE ST ST PAUL MN 55102  
Legal Description S 1/2 Sec. 12, T 28, R 23 Current Zoning RX4  
(attach additional sheet if necessary) I1 I2 R4

TYPE OF PERMIT: Application is hereby made for a Conditional Use Permit under provisions of  
Chapter 68, Section 500, Paragraph \_\_\_\_\_ of the Zoning Code.

SUPPORTING INFORMATION: Explain how the use will meet all of the applicable standards and conditions. If you are requesting modification of any special conditions or standards for a conditional use, explain why the modification is needed and how it meets the requirements for modification of special conditions in Section 61.502 of the Zoning Code. Attach additional sheets if necessary.

68-240  
• 68-214 (D.E.F)  
• 68-213

CK 100032  
930.00

☒ Required site plan is attached

Applicant's Signature Bruce Jorgenson Date 5/7/2009 City Agent

Superintendent, A.D.M.

pd  
5/18/09



621 Lilac Drive North

Minneapolis, Minnesota 55422-4609

Telephone: (763) 545-9196

Fax: (763) 541-0056

[www.clark-eng.com](http://www.clark-eng.com)

---

# MEMORANDUM

---

**DATE:** April 21, 2009  
**TO:** Molly Shodeen, Minnesota DNR  
**FROM:** Ryan Bluhm, P.E.  
**SUBJECT:** ADM  
Drainage and Retention Pond Calculations  
Clark Project #C08010

ADM – Benson Quinn is proposing to add two small equipment and storage rooms on their existing barge loading dock at 575 Drake Street in St. Paul at Upper Mississippi River Mile Mark 841.7 L. The proposed improvements can be seen on the attached plan sheets S1 and S2.

All of the proposed improvements would be built on the surface and attached to the existing concrete dock. The existing surface of the dock has an elevation of 704.0, while the ordinary high water elevation of the river has an elevation of 695.5. The 100-year flood elevation of the river in this location is 711.0. A proposed modular building would be placed on top of support structure. The modular building will have dimensions of 10 feet x 12 feet, with a floor elevation of 713.0. The purpose of the modular building is to be used by Barge Loading personnel as an operations control room. The structure that supports this building will have a height of 9 feet (from 704.0 to 713.0). It is our intention to place 1" Deck Wall Panel around this structure, so that this space could be used for additional storage. This room would have screened openings to allow flood water to enter the room if the river were to exceed the 704.0 elevation (see attached plans).

In order to measure the amount of impact to the existing floodplain of the river, we have completed the calculation of the additional volume that this infrastructure would contribute in table 1.1

Minneapolis  
Minnesota

Aberdeen  
South Dakota

Sioux Falls  
South Dakota

# CLARK

**Table 1.1 – Area & Volume of proposed improvements within the flood way.**

ADM River Structure		4/17/2008		Volume of added structure up to 100 yr high water level
Section	Quantity	Area (ft <sup>2</sup> )	Length (ft)	Vol. (ft <sup>3</sup> )
w 10X30	4	0.061	7.3	1.780
w 10X30	2	0.061	14.5	1.780
w 8X18	2	0.037	6.0	0.438
w 8X18	4	0.037	14.5	2.119
HSS 6X6X3/8	2	0.053	7.0	0.737
HSS 6X6X3/8	2	0.053	9.3	0.983
HSS 4X4X1/4	2	0.023	7.0	0.328
HSS 4X4X1/4	2	0.023	10.0	0.468
HSS 4X4X1/4	2	0.023	2.3	0.109
HSS 4X4X1/4	1	0.023	8.0	0.187
HSS 4X4X1/4	8	0.023	7.5	1.404
HSS 4X4X1/4	2	0.023	11.0	0.515
Wall Panel - E&W	2	4.375	NA	8.750
Wall Panel - N&S	2	6.417	NA	12.833
Floor Panel	1	1.719	1.0	1.719
L 3X3X1/4	4	0.010	58.0	2.320
L 3X3X1/4	8	0.010	9.5	0.760
WT 5X15	4	0.031	2.0	0.246
Connections	12	0.042	3.0	1.500
Total Vol (ft <sup>3</sup> )				38.98

As we can see, the additional infrastructure amounts to approximately 39 cubic feet of volume impact below the 711.0 elevation. This is equivalent to a 28" square column with a height of seven feet. Also, approximately half of the proposed enclosure is located within the conveyance shadow of the existing structure (see attached figure 1-1). Therefore, we consider the impact of this project to be very minor and too small to warrant an additional engineering study. Attached is information from the National Flood Insurance Program (NFIP) requirements (pages 5-23 and 5-24). This information supports this finding for minor projects such as this one.

Please refer the attached structural plans and exhibits for more information.

Determining the limits of the conveyance shadow is illustrated in Figure 5-6. Small structures located completely within the shadow can be permitted without the engineering analysis needed for a no-rise certification.

*Note: Just because a small structure can be located in the conveyance shadow, it is still preferable to keep all development out of the floodway. Don't forget: all buildings must be elevated or otherwise protected from the base flood.*

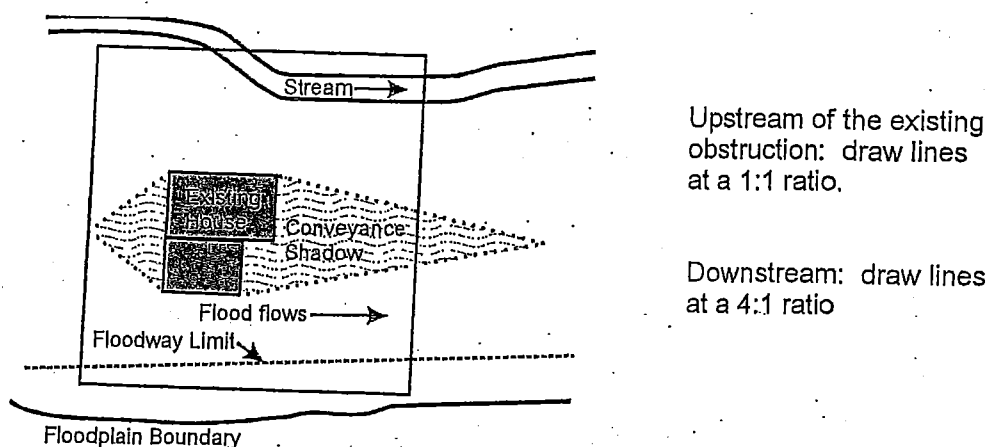


Figure 5-6. Determining the conveyance shadow

## STREAMS WITHOUT FLOODWAY MAPS

If your community is subject to 44 CFR Section 60.3(c), you have a FIRM with base flood elevations but no mapped floodway. The following applies to you.

**44 CFR 60.3(c)(10):** [Communities must] Require until a regulatory floodway is designated, that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.

For the purposes of administering your ordinance, you should treat the entire riverine floodplain as a floodway. You should require the same encroachment certification to ensure that a development project will not obstruct flood flows and cause increased flooding on other property. This approach is recommended for all other riverine floodplains without a mapped floodway.

In riverine floodplains where no floodway has been designated, the review must demonstrate that the *cumulative* effect of the proposed development, when combined with all other existing and anticipated development:

### "NO-RISE" CERTIFICATION

This is to certify that I am a duly qualified registered professional engineer licensed to practice in the State of \_\_\_\_\_

It is further to certify that the attached technical data supports the fact that proposed \_\_\_\_\_ (Name of Development) will not impact the 100-year flood elevations, floodway elevations, or floodway widths on \_\_\_\_\_ (Name of Stream) at published sections in the Flood Insurance Study for \_\_\_\_\_ (Name of Community) dated \_\_\_\_\_ (Study Date) and will not impact the 100-year flood elevations, floodway elevations, or floodway widths at unpublished cross-sections in the vicinity of the proposed development.

Attached are the following documents that support my findings:

\_\_\_\_\_  
\_\_\_\_\_

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Title: \_\_\_\_\_

{SEAL}

Figure 5-5: Example no-rise certification

Although your community is required to review and approve the encroachment review, you may request technical assistance and review from the FEMA Regional Office or state NFIP Coordinator. If this alternative is chosen, you must review the technical submittal package and verify that all supporting data are included in the package before sending it to FEMA.

**Minor projects:** Some projects are too small to warrant an engineering study and the certification. Many of these can be determined with logic: a sign post or telephone pole will not block flood flows. A driveway, road or parking lot at grade (without any filling) won't cause a problem, either.

Building additions, accessory buildings, and similar small projects can be located in the conveyance shadow. This is the area upstream and downstream of an existing building or other obstruction to flood flows. Flood water is already flowing around the larger obstruction, so the addition of a new structure will not change existing flood flow.

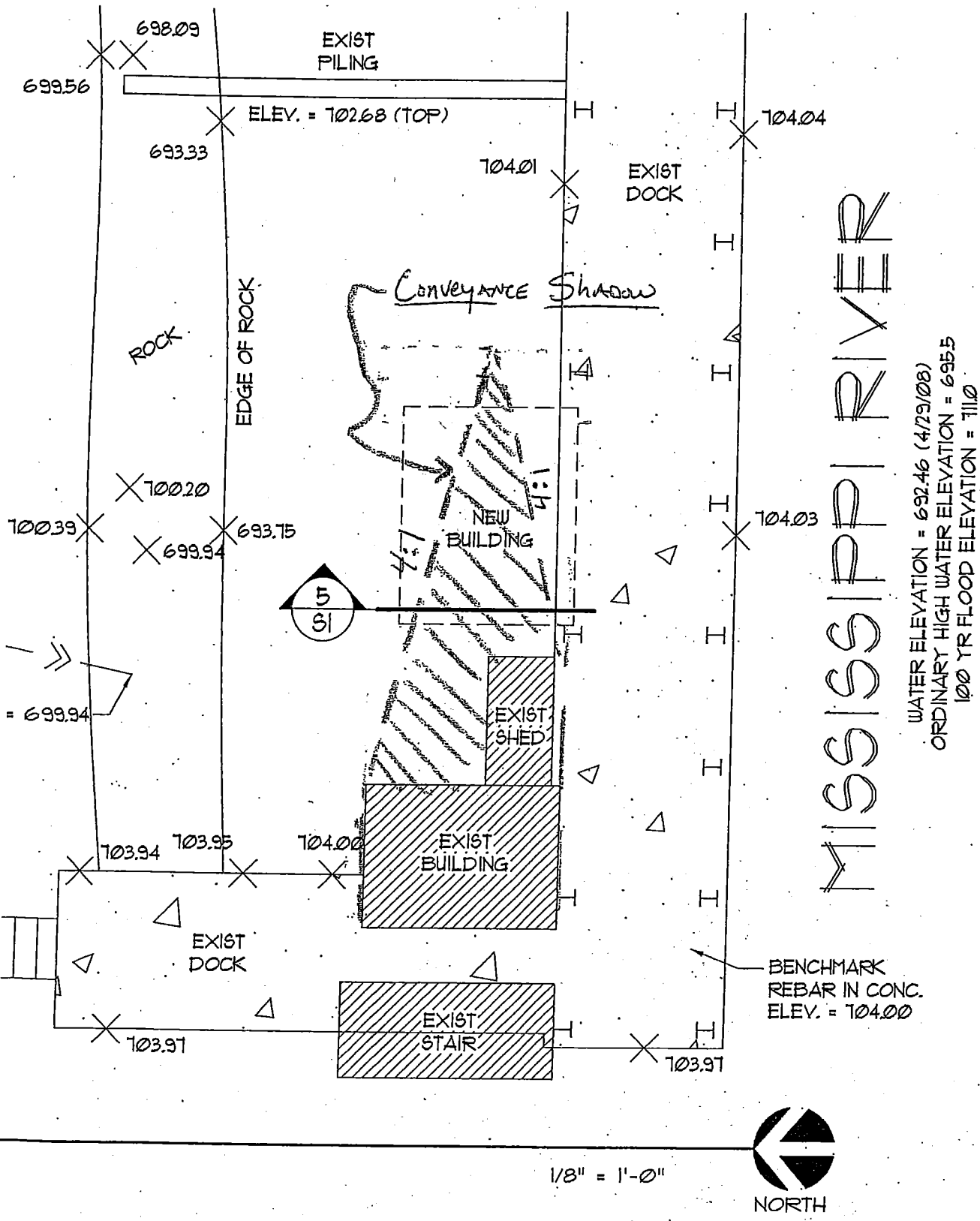


Figure 1-1 - Conveyance Shadow

ST. PAUL; MN.



VB

MODEL	SIZE	SQ. FOOTAGE
SS1012	9'-9" X 12'-0"	117

## DESIGN CODES

2007 MN STATE BUILDING CODE (2006 IBC w/ MN AMENDMENTS)  
2007 MN STATE MECHANICAL CODE  
2008 NATIONAL ELECTRIC CODE  
1999 MN ENERGY CODE

## DESIGN LOADS

GROUND SNOW LOAD: 60 PSF  
WIND: SPEED: 90 MPH EXP. C  
SITE CLASS: B

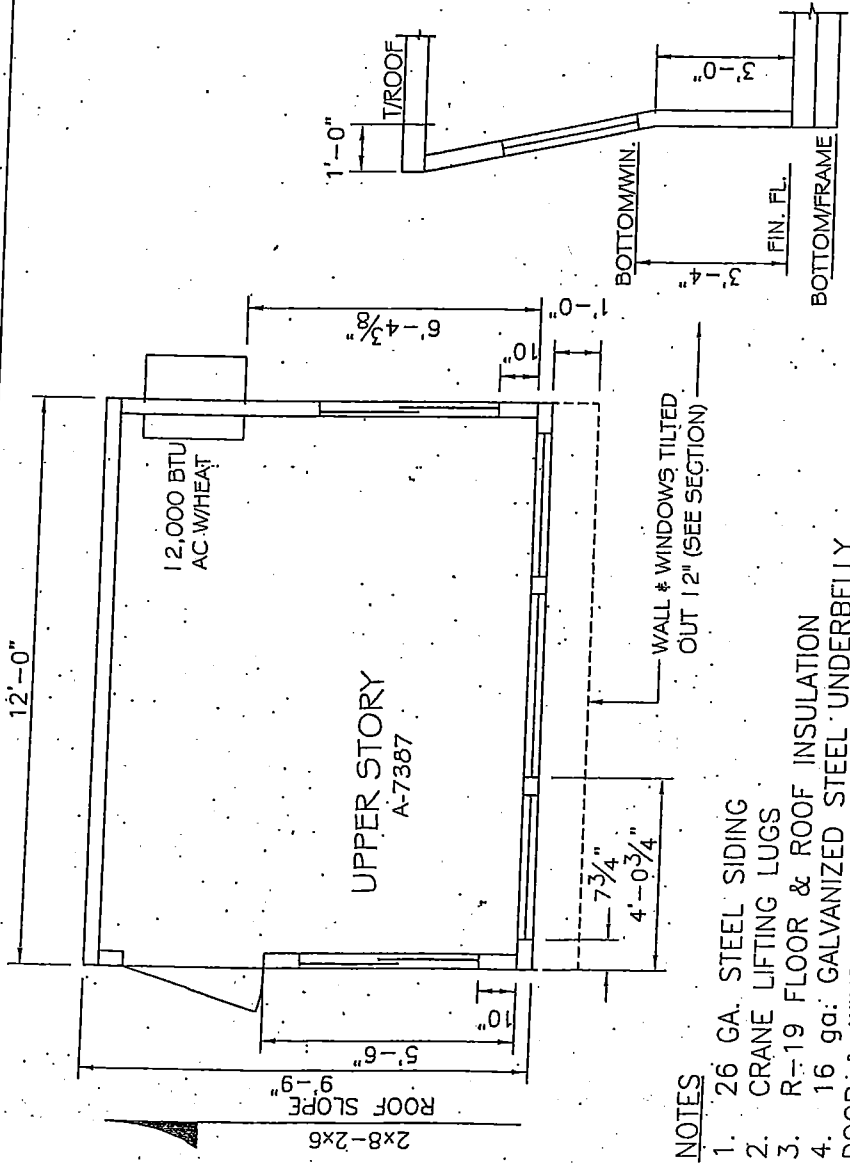
**I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.**

Kevin M. Finn  
Registration No. 229554  
Date: 7/21

THESE DRAWINGS AND CONCEPTS ARE THE SOLE PROPERTIES OF COMMERCIAL STRUCTURES CORP. AND MAY NOT BE REPRODUCED IN ANY FORM WITHOUT THE EXPRESSED PERMISSION OF COMMERCIAL STRUCTURES CORP. THIS POLICY IS LEGALLY ENFORCED.

Module Building, to be placed on top of Support structure	THIS POLICY IS LEGALLY ENFORCED.	COVER:
---	----------------------------------	--------

<b>SPEED</b> <b>SPACE.</b>				65213 CR 31 GOSHEN, IN 45320	
CUSTOMER:		SPECIALTY STRUCTURES			
DRAWN BY:	TAS	SCALE:	N.T.S.	DATE:	2/25/09
COVER SHEET			DRAWING NO.		A-7387
		REVISIONS		NO.	DATE



**NOTES**

- 26 GA. STEEL SIDING
  - CRANE LIFTING LUGS
  - R-19 FLOOR & ROOF INSULATION
  - 16 ga. GALVANIZED STEEL UNDERBELLY
- DOOR & WINDOW SCHEDULE**
- 3680 STEEL W/STEEL DOOR 1/2 LITE/CLOSER/PANIC BAR (1)
  - 46"x36" H. SLIDING WINDOWS/LOW-E (2)
  - 36"x36" PICTURE WINDOWS/LOW-E (2)
  - 46"x36" PICTURE WINDOWS/LOW-E (1)

WALLS	2x6 @ 16" O.C. 8'-0" CEILING HEIGHT
FLOOR	2x6 @ 12" O.C.
SIDING	26ga. RIBBED STEEL
COLOR	FRAMING

DOORS MAY REQUIRE ADJUSTMENT DUE TO SHIFTING DURING TRANSPORT  
ADJUSTMENT IS RESPONSIBILITY OF CUSTOMER

OVERALL DIMENSIONS ARE OUTSIDE OF FRAME TO OUTSIDE OF FRAME. DIMENSIONS DO NOT  
INCLUDE SHEATHING, SIDING, OR ANY OTHER PROTRUSION SUCH AS DOOR KNOBS, A/C  
SLEEVES, SPRINKLERS, ETC...

THESE DRAWINGS AND CONCEPTS ARE THE SOLE PROPERTIES OF COMMERCIAL STRUCTURES  
CORP. AND MAY NOT BE REPRODUCED IN ANY FORM WITHOUT THE EXPRESSED PERMISSION  
OF COMMERCIAL STRUCTURES CORP. THIS POLICY IS LEGALLY ENFORCED.

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Kevin M. Finn  
Registration No. 24850  
Date 3/2/09

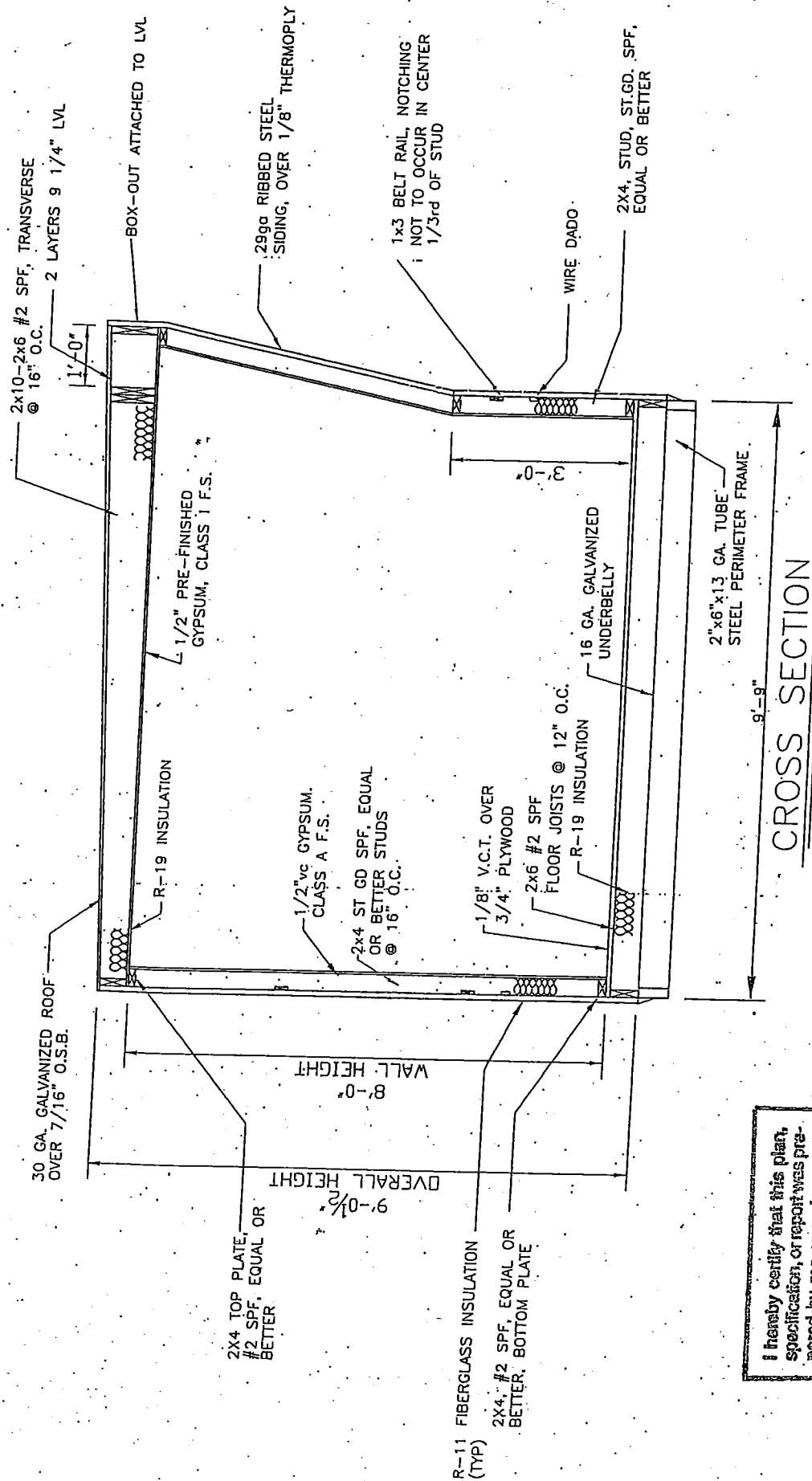
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DEALER:		NO.	DATE
SIZE:		1	10/23/08
DRAWN BY:		2	2/9/09
TAS		SCALE:	DATE:
NTS		2/25/08	
DWG #:		SERIAL #:	
1			
A-7387			

**SPECIALTY STRUCTURES**

551012/91-9"x12'-0"

PRODUCTION FLOOR PLAN





I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly Registered Professional Engineer under the laws of the State of Minnesota.

Kevin M. Finn  
Registration No. 245534  
Date 5/10/09

THESE DRAWINGS AND CONCEPTS ARE THE SOLE PROPERTIES OF COMMERCIAL STRUCTURES CORP. AND MAY NOT BE REPRODUCED IN ANY FORM WITHOUT THE EXPRESSED PERMISSION OF COMMERCIAL STRUCTURES CORP. THIS POLICY IS LEGALLY ENFORCED.

**SPEED SPACE**

65213 CR 31  
GOSHEN, IN 46528

CUSTOMER: SS1012/9'-9" x 12'-0"		REVISIONS	
DRAWN BY: TAS		NO. DATE	
SCALE: 3/8" = 1'-0"		DATE: 2/16/09	
CROSS SECTION		DRAWING NO. SERIAL NO.	
		2 A-7387	



621 Lilac Drive North

Minneapolis, Minnesota 55422-4609

Telephone: (763) 545-9196

Fax: (763) 541-0056

[www.clark-eng.com](http://www.clark-eng.com)

April 23, 2009

Molly Shodeen  
DNR Waters  
1200 Warner Road  
St. Paul, MN 55106

RE: ADM-Benson Quinn  
Dock Improvements  
575 Drake Street, St. Paul, MN 55102

Dear Ms. Shodeen:

Attached for your review is a permit application for the proposed improvements on the existing Barge Loading dock owned by ADM-Benson Quinn. We have included a permit fee in the amount of \$250, proposed plans for the improvements, along with a letter from the owner explaining the reasoning behind the proposed project.

Prior to completing our submittals to the Capital Region Watershed district and the City of St. Paul, we wanted to make sure the DNR is comfortable with the proposed improvements. Please review the attached information and call me at 763-545-9196 with any questions you may have.

Sincerely,  
CLARK ENGINEERING CORPORATION

A handwritten signature in black ink, appearing to read "Ryan Bluhm", is written over the printed name.

Ryan Bluhm, P.E., LEED-AP  
Civil Engineering Department Manager

# **ADM - Benson Quinn Co.**

Division of the Archer Daniels Midland Co.

**575 Drake Street**

**Saint Paul, MN 55102**

Loc. #426, Elevator D

Phone 651-292-9796

Fax 651-292-9952

April 13, 2009

Ryan Bluhm, P.E.  
Clark Engineering  
621 Lilac Drive North  
Minneapolis, MN 55422

RE: Building Description and Purpose  
Proposed new Structure for ADM Grain Co.

Dear Ryan,

The Archer Daniels Midland Co. is proposing the construction and installation of a new building located adjacent to our existing structure located at 575 Drake Street in Saint Paul, Minnesota on Upper Mississippi River Mile Mark 841.7 L.

The purpose of this new construction is two fold;

The first level will provide additional storage for the equipment needed for use in our Barge Loading Operations. This unit will be a 10'x12' building which will be at the same elevation as the existing concrete dock and will have one access door. There will be no windows in this unit.

The second level, which will be directly above the storage room will also be 10'x12' and will be accessed from the existing stairway. It will be used by our Barge Loading Personnel as an Operations Control Room. This unit with windows will allow for better sight lines of the Barge loading process as well as providing increased visibility of the barge deck hands.

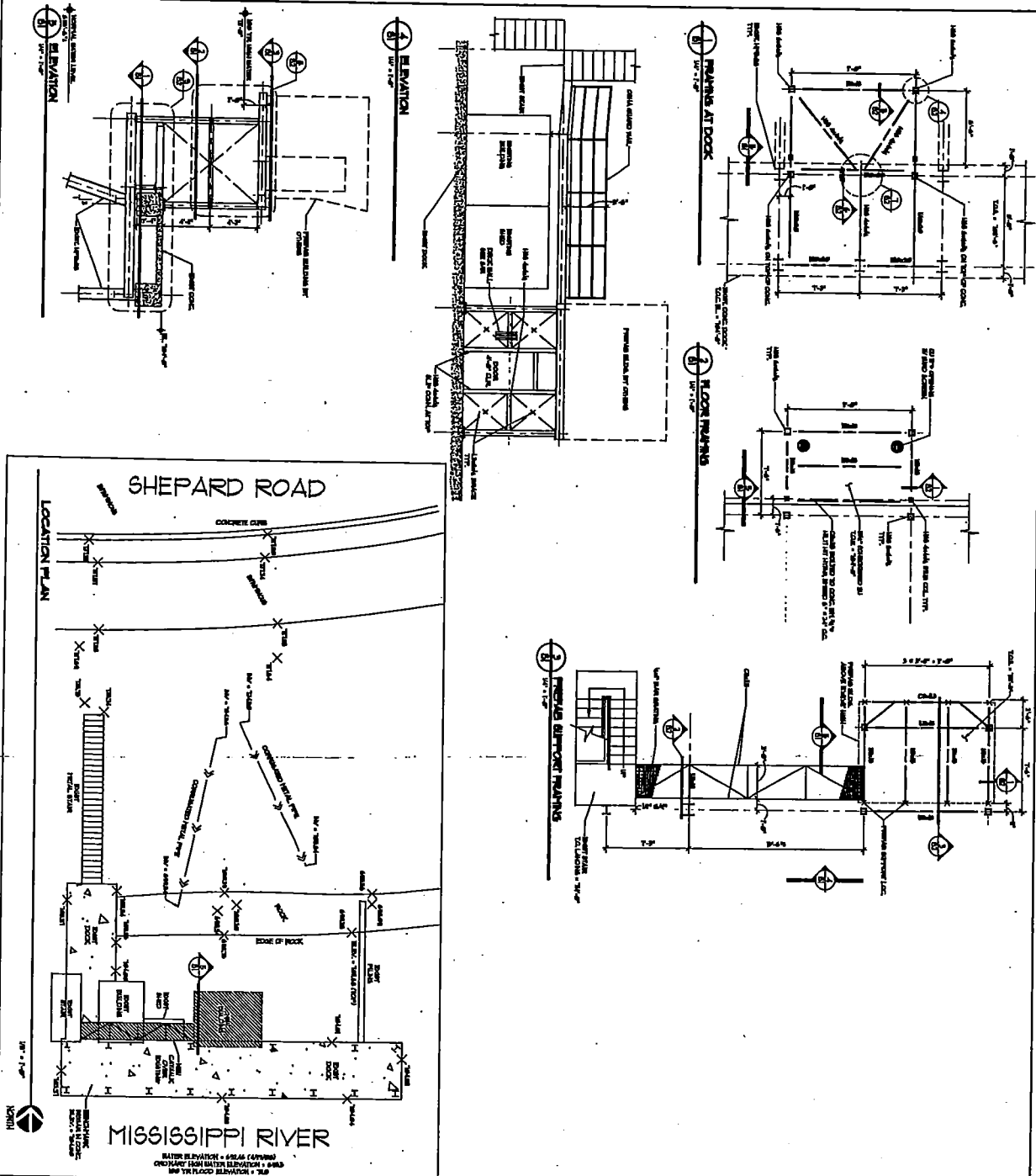
The Welfare of our Employees is extremely important to ADM, this new structure will provide for a safer and cleaner work environment for our dock personnel.

Archer Daniels Midland Co. built and has operated the Grain Elevator in St. Paul since 1954. The existing 7.5'x10.5' barge structure contains our Equipment Controls and USDA Grain sampling equipment. It also must house the 3 people that work there. Our plan is to continue to use it for our USDA Grain Sampling requirements.

Please share this information with the appropriate Agencies so that we may receive approval for this project.

Sincerely,

Bruce Jorgenson  
Superintendent  
Archer Daniels Midland Co.



## GENERAL CONSIDERATIONS

2. **Chaperone and ally** of decision-makers, whether state or local politicians, public officials, business executives, and community leaders. The chaperone must be able to communicate with all of these groups, and to be able to make them understand the importance of the problem and the need for action.
3. **Public and political** leader, and a person who is able to communicate with the public and the political community. The chaperone must be able to communicate with the public and the political community, and to be able to make them understand the importance of the problem and the need for action.
4. **Public and political** leader, and a person who is able to communicate with the public and the political community. The chaperone must be able to communicate with the public and the political community, and to be able to make them understand the importance of the problem and the need for action.
5. **Public and political** leader, and a person who is able to communicate with the public and the political community. The chaperone must be able to communicate with the public and the political community, and to be able to make them understand the importance of the problem and the need for action.
6. **Public and political** leader, and a person who is able to communicate with the public and the political community. The chaperone must be able to communicate with the public and the political community, and to be able to make them understand the importance of the problem and the need for action.
7. **Public and political** leader, and a person who is able to communicate with the public and the political community. The chaperone must be able to communicate with the public and the political community, and to be able to make them understand the importance of the problem and the need for action.
8. **Public and political** leader, and a person who is able to communicate with the public and the political community. The chaperone must be able to communicate with the public and the political community, and to be able to make them understand the importance of the problem and the need for action.
9. **Public and political** leader, and a person who is able to communicate with the public and the political community. The chaperone must be able to communicate with the public and the political community, and to be able to make them understand the importance of the problem and the need for action.
10. **Public and political** leader, and a person who is able to communicate with the public and the political community. The chaperone must be able to communicate with the public and the political community, and to be able to make them understand the importance of the problem and the need for action.

### INTERNATIONAL LEADERS AND THINKERS

2. International Building Code (2000) with State of Wisconsin Amendments.

**NATIONAL LAWSON**

Waste: Bids Used Speed = 50 mph (2-Zeest Class) Exposure =  
 $T_{1/2}$  = Inertness Factor,  $W = 1.00$   
 Water Load: 40 psi due to flow of water  
 Velocity = 100 ft/sec  
 $W = 1.00$

**NOTES**


**Ground Saver Land, Pg = 50 Pgr**  
**Flat-Head Snow Land, Pf = 40 Pgr**

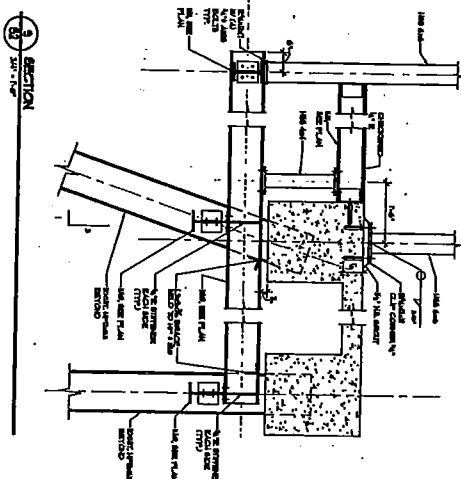
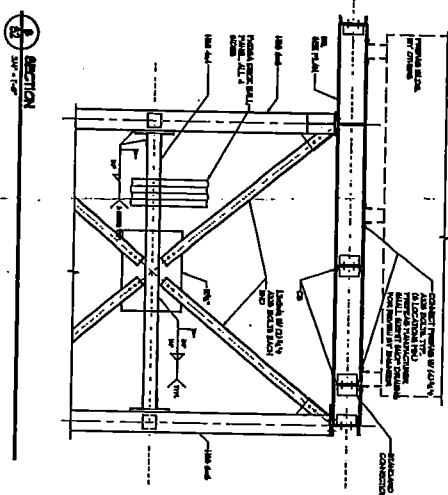
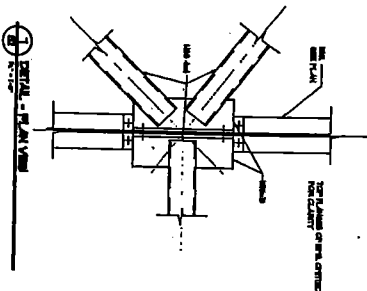
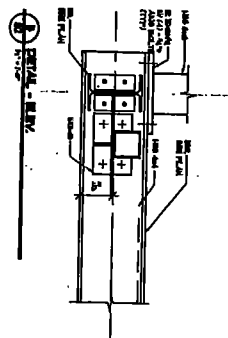
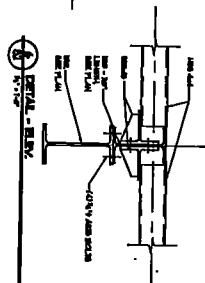
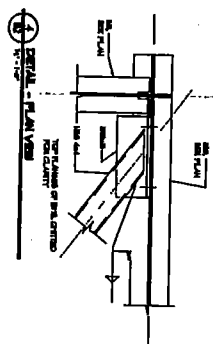
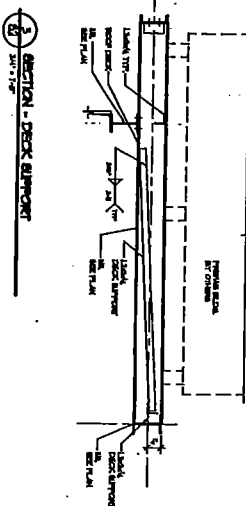
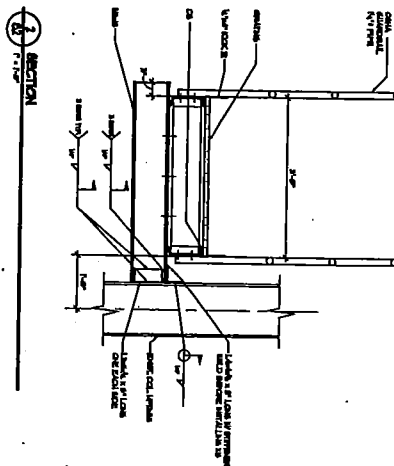
**PLEASE USE LOWER**

76 Pgs. Please See Last  
Page (76)

## 34,000 PSI ASTM A313

- [illegible]

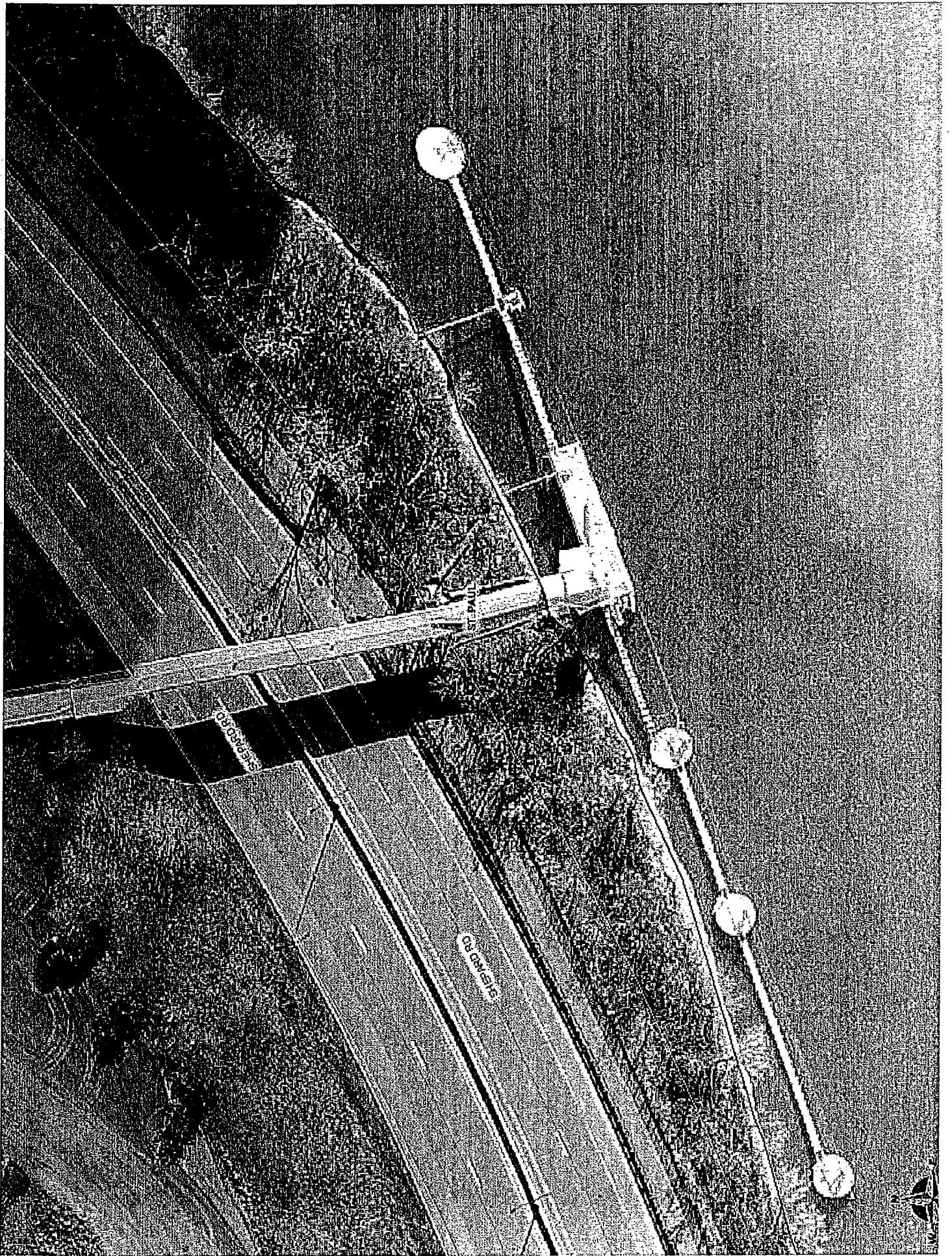
21 DATE 06/05/2008 PROJECT NO. 6000 DRAWN BY JH	REVISIONS NO. DATE BY DESCRIPTION	SHEET TITLE PLANS, SECTION, ELEVATION ADM RIVER STRUCTURE	 421 Little Delaware North Middletown, NY 13442 (763) 245-8116 Fax (763) 241-0096 www.clark-eng.com ENGINEERING CORPORATION
	PROJECT ADM		

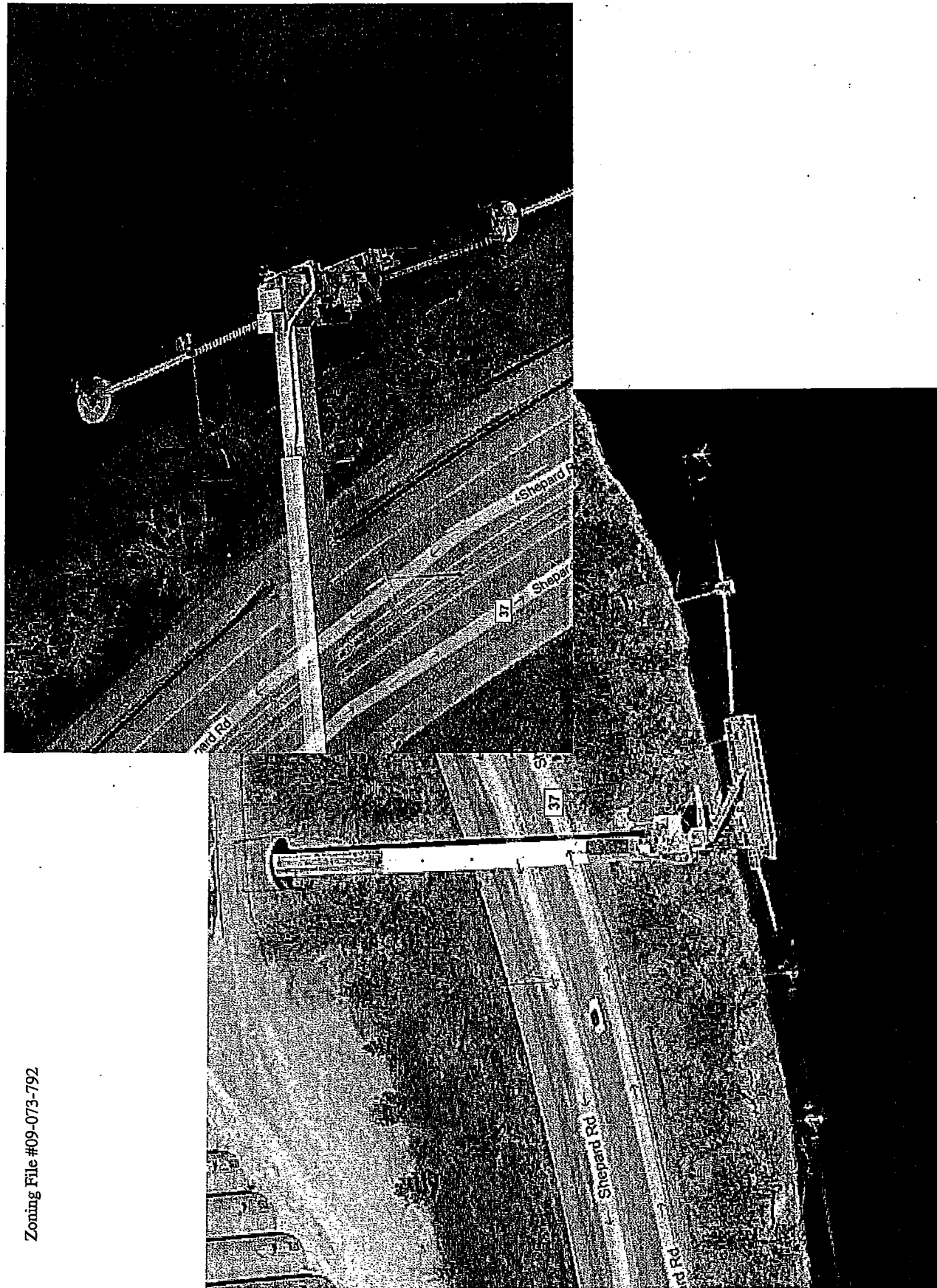
REVISIONS

SHEET TITLE	SECTION AND DETAILS
PROJECT	ADM
	RIVER STRUCTURE

**CLARK**  
ENGINEERING CORPORATION

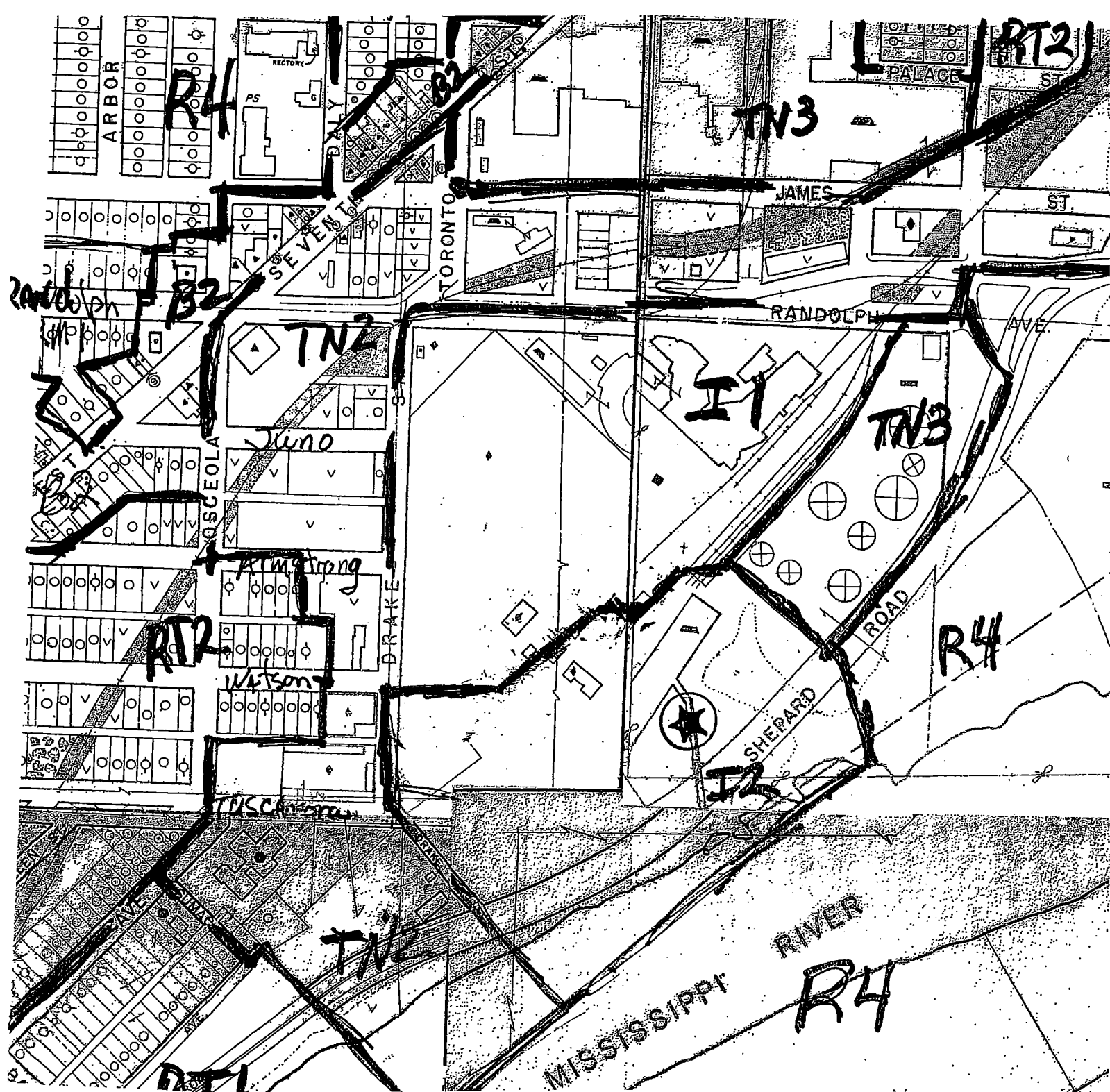
621 Llan Drive North  
Minneapolis, MN 55422  
(763) 545-9196  
Fax (763) 541-0056  
[www.clark-eng.com](http://www.clark-eng.com)













APPLICANT ADM  
 PURPOSE CWP  
 FILE # 09-073792 DATE 5-19-09  
 PLNG. DIST. 9 MAP # 27+28

#### LEGEND

 zoning district boundary

 subject property

 one family

 two family

 multiple family

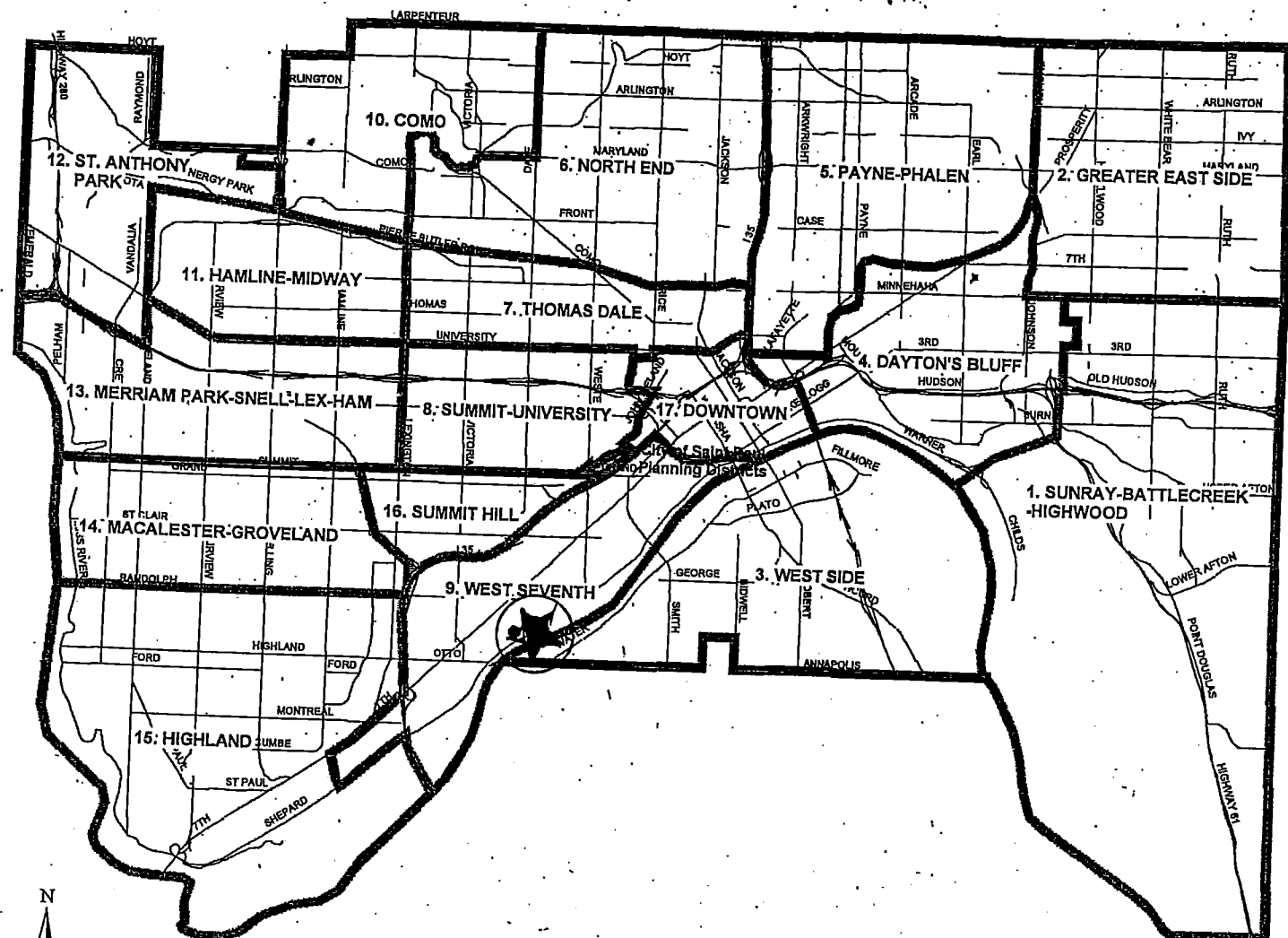
 commercial

 industrial

 vacant



# CITIZEN PARTICIPATION DISTRICTS



## CITIZEN PARTICIPATION PLANNING DISTRICTS

1. SUNRAY-BATTLECREEK-HIGHWOOD
2. GREATER EAST SIDE
3. WEST SIDE
4. DAYTON'S BLUFF
5. PAYNE-PHALEN
6. NORTH END
7. THOMAS-DALE
8. SUMMIT-UNIVERSITY
9. WEST SEVENTH
10. COMO
11. HAMLINE-MIDWAY
12. ST. ANTHONY
13. MERRIAM PK.-LEXINGTON HAMLINE
14. GROVELAND-MACALESTER
15. HIGHLAND
16. SUMMIT HILL
17. DOWNTOWN

#09-073792

# ZONING COMMITTEE STAFF REPORT

FILE # 09 089752

1. **APPLICANT:** Semper Development Ltd. **HEARING DATE:** 7/16/09
  2. **TYPE OF APPLICATION:** Site Plan Review
  3. **LOCATION:** 2101 Ford Pkwy
  4. **PIN & LEGAL DESCRIPTION:** 172823110083  
Saint Catherine Park Lots 18 And Lot 19 Blk 9
  5. **PLANNING DISTRICT:** 15 **PRESENT ZONING:** B2
  6. **ZONING CODE REFERENCE:** 61.402.c
  7. **STAFF REPORT DATE:** 7/9/09 **BY:** Tom Beach
  8. **DATE RECEIVED:** 6/16/09 **DEADLINE FOR ACTION:** 8/15/09
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- A. **PURPOSE:** Site plan review for a new Walgreens store
- B. **PARCEL SIZE:** 27,061 square feet (215 x 125')
- C. **EXISTING LAND USE:** Gas station (vacant) and a one-story retail building.
- D. **SURROUNDING LAND USE:**
  - North: Single-family residential (R4)
  - East: Commercial (B2)
  - South: Commercial (B2)
  - West: Parking ramp and commercial (B2)
- E. **ZONING CODE CITATION:** 61.402.c

- F. **PROJECT OVERVIEW:** The site currently has two businesses: a gas station (that is not currently open) and a one-story retail building. Walgreens plans to demolish these existing buildings.

Walgreens will construct a new store with a main floor (9,483 square feet of floor area) and an unfinished basement that will be used for storage (4,500 square feet).

The exterior of the building will be a combination of brick and manufactured stone. The entrance to the building will be at the southwest corner of the building, facing Ford Parkway and the parking lot. There will be windows on all four sides of the building, with most of them on the front side (facing Ford Parkway) and the west side (facing the parking lot). Some of the windows will be clear glass that will allow views into and out of the building. The other windows will be spandrel glass which is opaque.

The store will have 41 off-street parking spaces (38 spaces in a lot on the west half of the site and 3 parking spaces behind the building). 38 off-street parking spaces are required for a building of this size by the zoning code.

Access to the parking lot will be from two driveways: one on Ford Parkway and one on Finn Street. Access on Ford will be restricted to Right-In and Right-Out.

Most deliveries will be from small truck that park in the parking lot in bring goods in through the front door. A large truck will come once a week and make a delivery using a door at the back of the building. The building is set 13' off of the alley so that the truck can park without blocking the alley.

The parking lot will be heavily landscaped on the sides facing Ford and Finn with trees shrubs and an ornamental metal fence. The parking lot will have a privacy fence and shrubs on the side facing the alley.

A monument sign is proposed along Ford Parkway, in addition to signs on the building.

**G. DISTRICT COUNCIL RECOMMENDATION:** District 15 had not taken a formal position on the site plan at the time this staff report was written. However, there is a lot of interest in the project and there have been a number of community meetings about the project.

**H. FINDINGS:** Section 61.402.c of the Zoning Code says that in "order to approve the site plan, the planning commission shall consider and find that the site plan is consistent with" the findings listed below.

1. *The city's adopted comprehensive plan and development or project plans for sub-areas of the city.*

The site plan is consistent with this finding. The District 15 Highland Park Neighborhood Plan calls for "incorporat[ing] a mix of uses and a pedestrian-friendly environment in commercial areas." (The plan also supports rezoning portions of Highland Village to TN2 which would bring additional design standards but this has not been done.)

2. *Applicable ordinances of the City of Saint Paul.*

The site plan is consistent with this finding. The proposed use is permitted in the B2 zoning district. The site plan meets all zoning requirements including minimum number of parking spaces, setbacks, lot coverage, building height.

The City's has design standards for pedestrian oriented commercial areas (Section 63.110.c).

- These standards say that buildings must "hold the corner – that is have street facades at or near the sidewalks on both streets ... unless the applicant can demonstrate that there are circumstances unique to the property that make compliance impractical or unreasonable." In this case, the proposed building is up to the street on Ford Parkway but the parking lot fronts on Finn Street. However, moving the building so that it fronts on Finn would make it difficult to provide a driveway on Finn so that the only driveway would have to be on Ford Parkway. This is not acceptable given the traffic conditions on Ford. In addition, hold the corner is not as critical in this case because Finn is not a typical street – it is a dead-end street that stops at the alley.
- The design standards say that "buildings shall have windows and door openings facing the street." However, the standards do not specify how many windows or whether they need to be clear glass. In this case, given the context of the other commercial buildings in the area with large, clear windows, it is reasonable to apply the TN2 standards and make this a condition of approval for the site plan. These standards say that 50% of the frontage of the first floor must have clear windows that allow views into and out of the building. The applicant has revised the building so that it meets this standard.

3. *Preservation of unique geologic, geographic or historically significant characteristics of the city and environmentally sensitive areas.*

The site plan is consistent with this finding. The site does not have unique geologic or geographic characteristics. The proposed development will be in keeping with the character of the area as it has developed over the last 60 years.

The gas tanks from the existing old station will be removed as a part of the demolition under a permit from the City.

4. *Protection of adjacent and neighboring properties through reasonable provision for such matters as surface water drainage, sound and sight buffers, preservation of views, light and air, and those aspects of design which may have substantial effects on neighboring land uses.*

The site plan is consistent with this finding. Surface water will be directed to the City storm sewer system. The parking lot will be screened from residents across the alley to the north. Views, light and air will not be affected.

There is currently a problem with cars driving north on Finn from Ford Parkway and then going into the alley behind the site (even though the alleys have "Do Not Enter" signs.) The site plan includes a curbed island in Finn Street to make it harder for cars to enter the alley from Finn.

5. *The arrangement of buildings, uses and facilities of the proposed development in order to assure abutting property and/or its occupants will not be unreasonably affected.*

The site plan is consistent with this finding. The site plan will limit the impact on the residential property to the north across the alley. The location of the driveways will minimize the impact on Ford Parkway. The building is built up to the sidewalk on Ford Parkway so that it is consistent with the existing buildings on the north side of Ford.

6. *Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.*

The site plan is consistent with this finding. The site plan meets current standard practices for landscaping, site layout and building design.

7. *Safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets, including traffic circulation features, the locations and design of entrances and exits and parking areas within the site.*

The intersection of Ford and Finn already has a high level of traffic and so Saint Paul Public Works asked Wagreens to submit a Traffic Impact Study for the project. The main recommendation in the study is to widen Finn a few feet so that an additional southbound lane can be added. (The full Conclusions and Recommendation section of the study is included in the packet.) Public Works had not completed its review of the Traffic Impact Study at the time this report was written but they should have comments ready before the public hearing on July 16.

The site plans shows two driveways. There are currently has 4 driveways. The proposed driveway on Ford Parkway would be configured to limit cars to Right-In and Right-Out only.

8. *The satisfactory availability and capacity of storm and sanitary sewers, including solutions to any drainage problems in the area of the development.*

The site plan is consistent with this finding. The site plan has been reviewed by Public Works and they have determined that it meets City standards subject to some minor changes.

9. *Sufficient landscaping, fences, walls and parking necessary to meet the above objectives.*

The site plan is consistent with this finding. The parking lot will be heavily landscaped on the sides facing Ford and Finn with trees shrubs and an ornamental metal fence. The parking lot will have a privacy fence and shrubs on the side facing the alley.

The site plan shows that 41 off-street parking spaces will be provided. The zoning code requires a minimum of 38 spaces. (For purposes of comparison, the two existing businesses on the site have a total of 15 off-street parking spaces.)

10. *Site accessibility in accordance with the provisions of the Americans with Disabilities Act (ADA), including parking spaces, passenger loading zones and accessible routes.*

The site plan is consistent with this finding. Two accessible parking spaces will be located near the entrance to the building. The entrance to the building will be accessible from the public sidewalk.

11. *Provision for erosion and sediment control as specified in the "Ramsey Erosion Sediment and Control Handbook."*

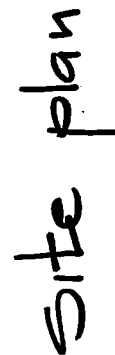
The site plan is consistent with this finding. The site plan shows that erosion and sediment control measures will be used during construction, including silt fences, rock construction entrances, inlet protection and street sweeping.

**J. STAFF RECOMMENDATION:**

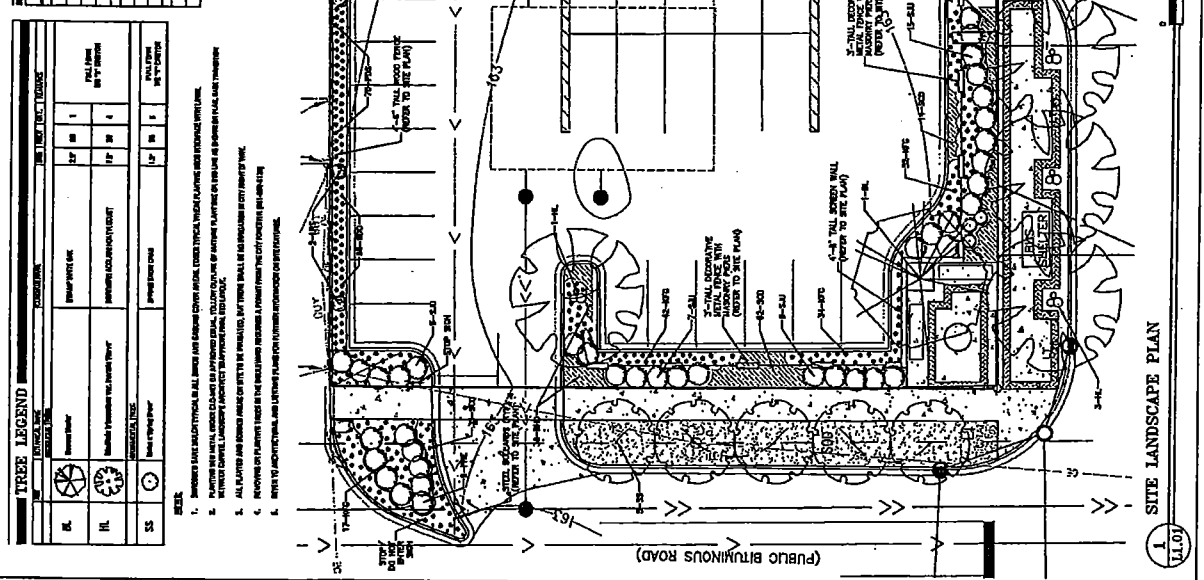
Based on the findings above, the staff recommends approval of the site plan to allow construction of a new retail store at 2101 Ford Parkway, subject to the following conditions:

1. The site plan must be approved by Public Works Traffic Division.
2. Final plans for sewers and stormwater drainage must be approved by Public Works Sewer Division.

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North



## Landscape plan



## Building elevations

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# Traffic Impact Study for Walgreens

2111 Ford Parkway  
St. Paul, MN

Wenck File #2271-03

Prepared for:

**SEMPER DEVELOPMENT**

Prepared by:

**WENCK ASSOCIATES, INC.**  
1800 Pioneer Creek Center  
P.O. Box 249  
Maple Plain, Minnesota 55359-0249  
(763) 479-4200

66575  
June 16, 2009



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## 6.0 Conclusions and Recommendations

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The conclusions drawn from the information and analyses presented in this report are as follows:

- The proposed development is expected to generate 42 trips during the weekday AM peak hour, 109 trips during the weekday p.m. peak hour, and 1,169 weekday daily trips.
- The intersections of Finn Street/Ramp Access and Finn Street/Public Alley have adequate capacity with existing geometrics and control to accommodate the proposed development while maintaining acceptable levels of service.
- Based on the level of service and queuing analysis results, we recommend that the southbound approach of Finn Street at Ford Parkway be widened and striped to create two approach lanes, with one lane for left turns/through movements and one lane for right turns only. The existing width of Finn Street in this area is 29 ½ feet face of curb to face of curb. The existing width would only allow for three 9'-10" lanes (including the gutters). We recommend a minimum width of 34 feet face of curb to face of curb to accommodate a 12 foot southbound right turn lane, a 10 foot southbound through-left turn lane, and a 12 foot northbound lane.
- The transit shelter and bus stop located in the northeast quadrant of the Ford Parkway/Finn Street intersection should be accommodated by the proposed site plan, or a new bus stop location should be coordinated with transit services.
- Consider a no parking restriction on the north side of Ford Parkway along the property frontage. This restriction would improve sight distance at the proposed right-in/right-out and allow westbound vehicles on Ford Parkway to access the site outside of the westbound through lane.
- The existing northbound approach lanes at the intersection of Ford Parkway/Finn Street consist of a left turn and right turn only designation. Modify the existing northbound pavement markings to correlate with the through-left turn lane and a right turn only usage.

# GISmo Oblique Photography

Images courtesy of: Microsoft® Virtual Earth™ 2006

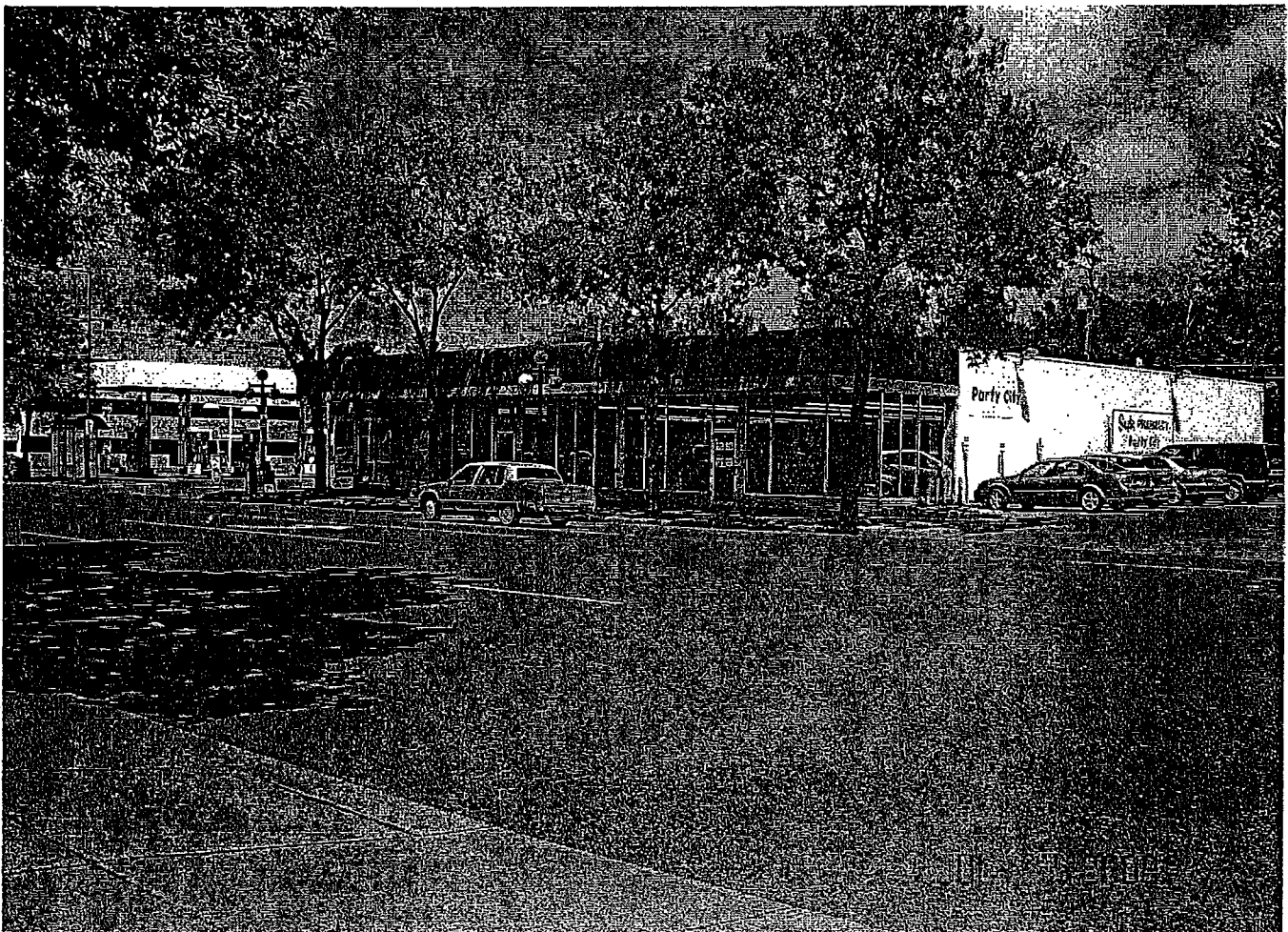
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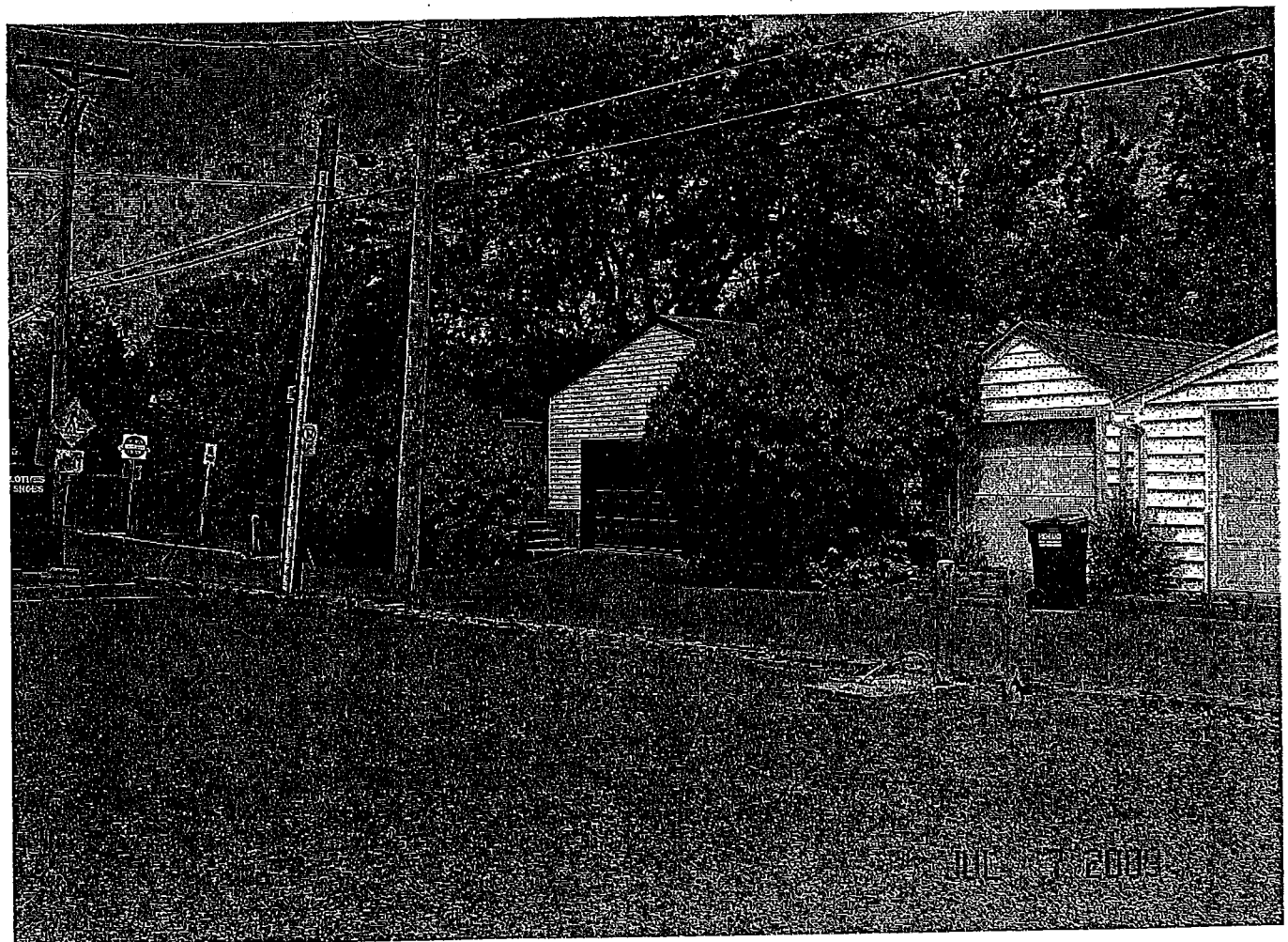
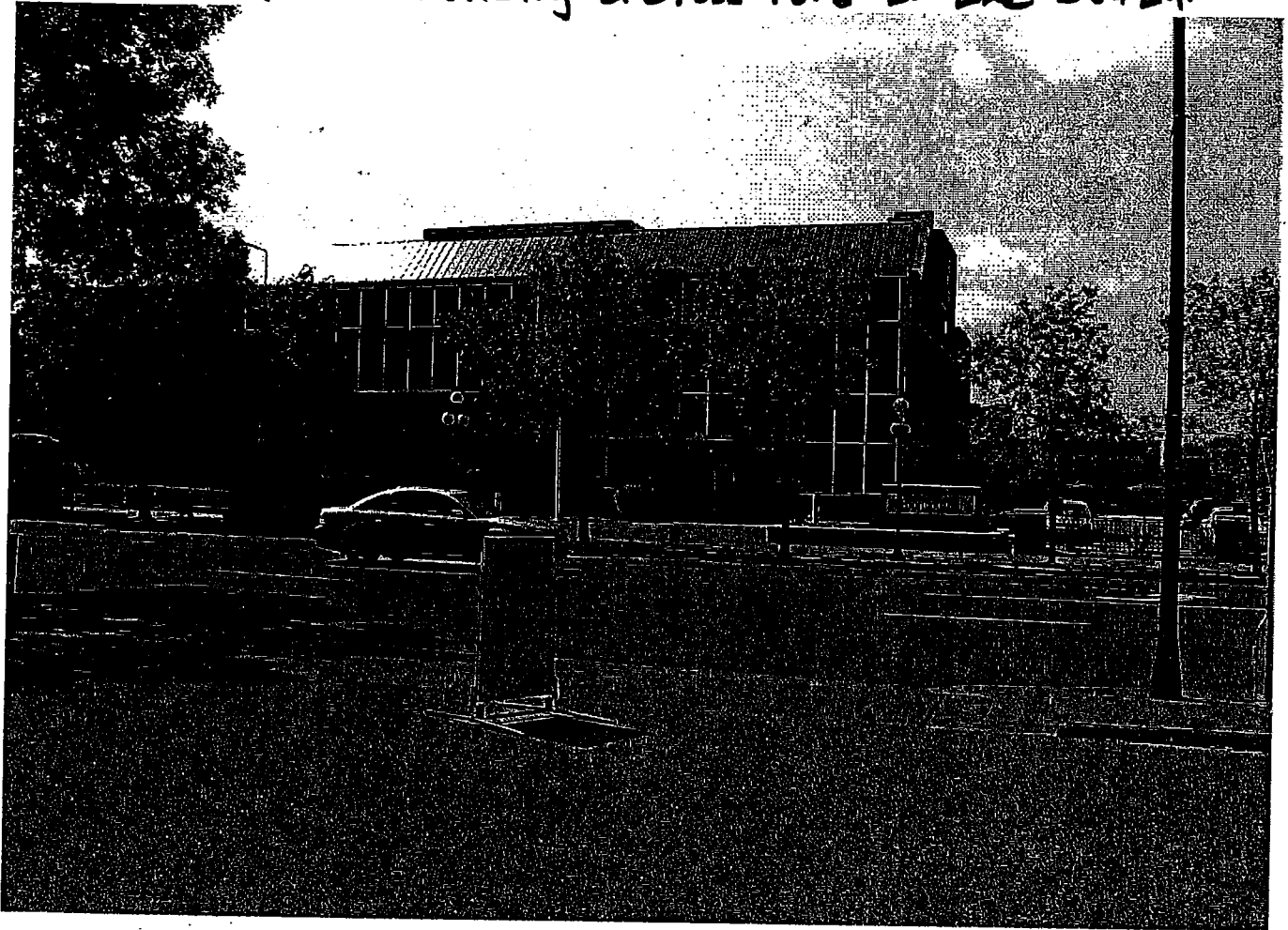
Looking north toward the site.



↕ Looking north across Ford Pkwy to the site.

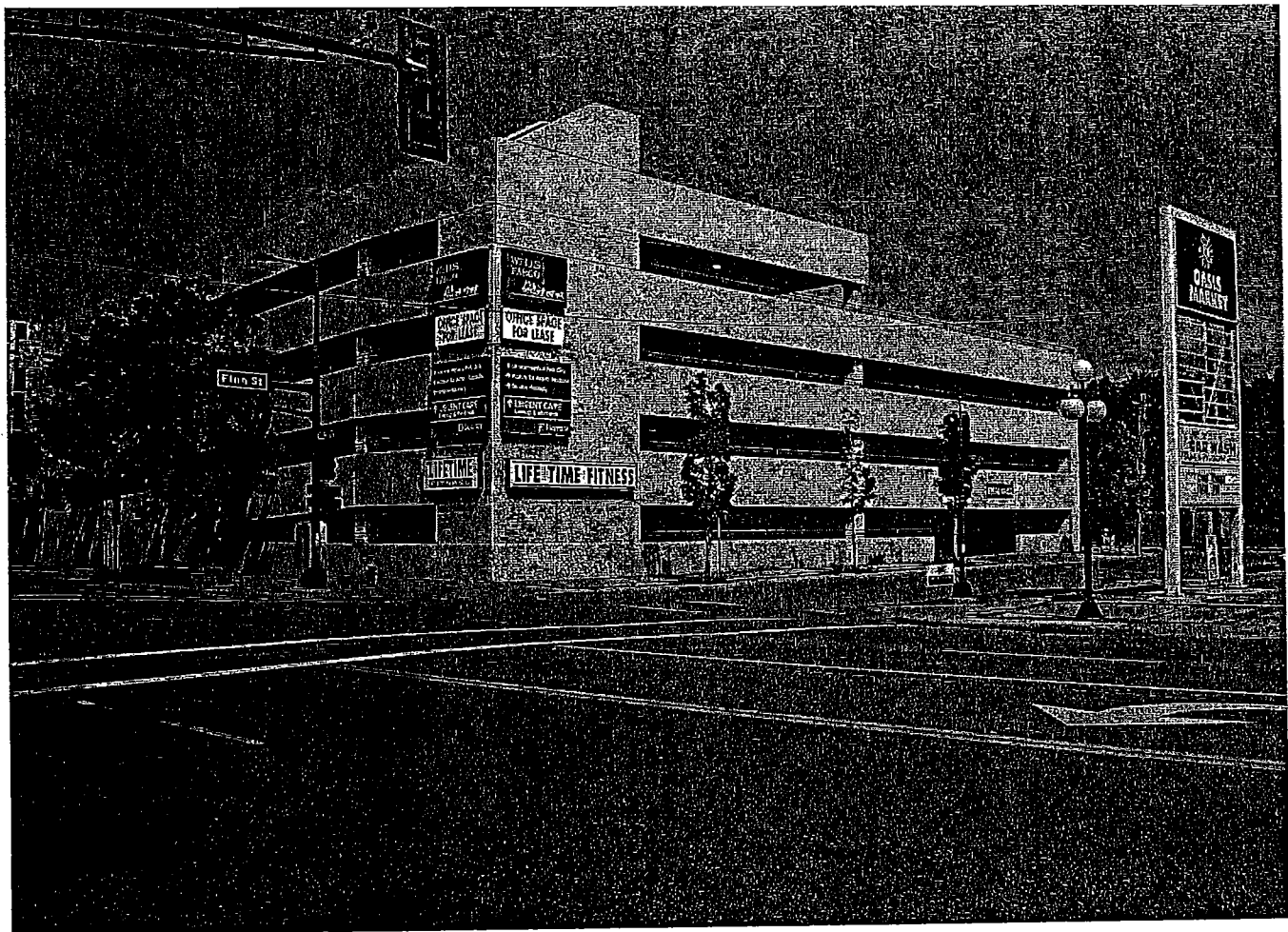


Dank Building across Ford to the South.

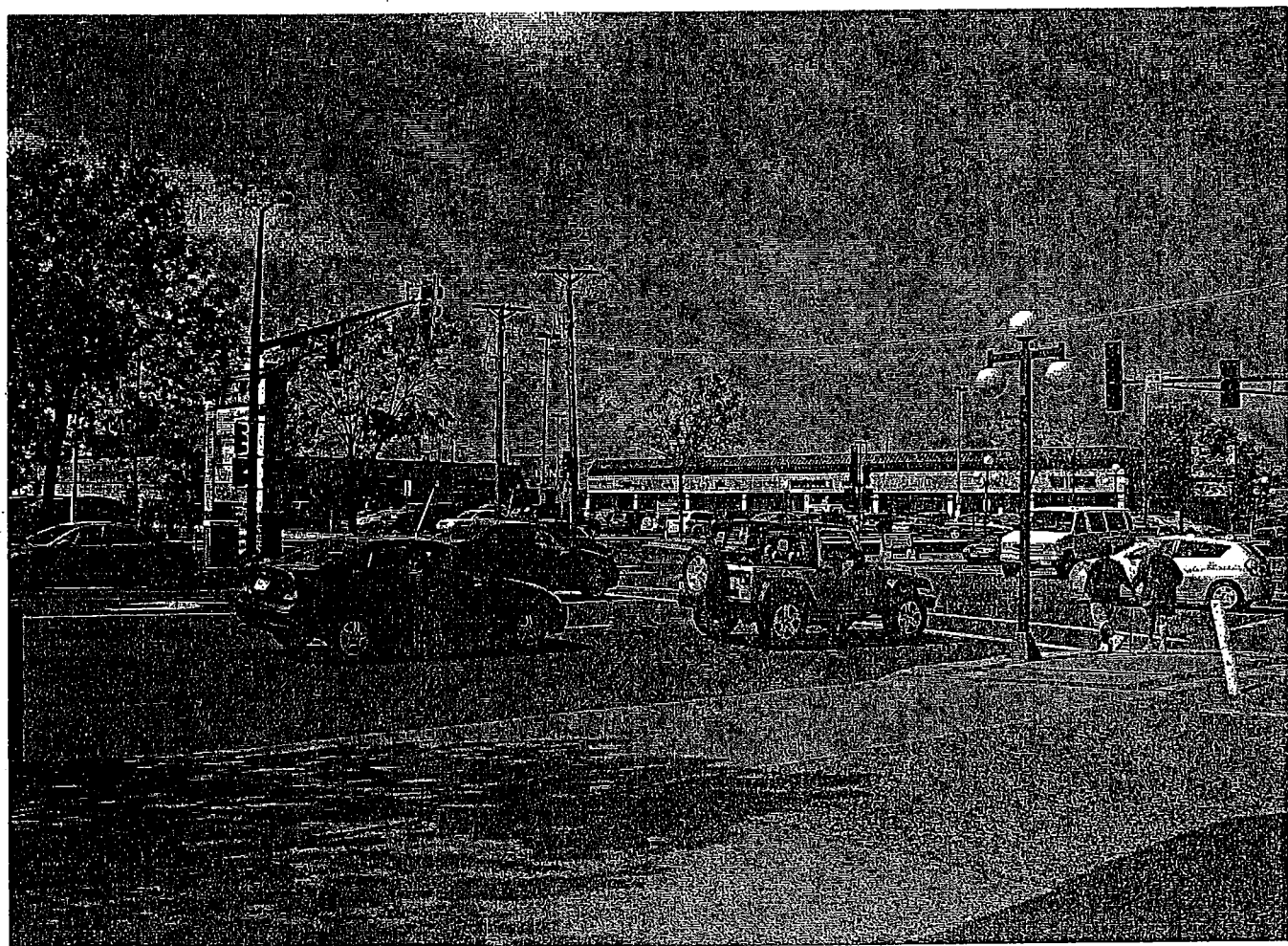


Garages across the alley to the north





Parking ramp across Finn to the west



Shopping center across Ford to the southwest

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## PROJECT LOCATION